

Aroused by the recent deaths of Lewis Sanderson and David Price, coal miners employed in the Glen Ayr mine No. 2 and the Forest Park mine respectively, President Van Horn of the United Mine Workers said Wednesday morning that immediate steps would be taken by the district officials to attempt to eliminate some of the danger lurking in mines in the district. The death of Sanderson, which was directly attributed to carelessness on the part of the mine management in allowing highly charged wires in the working parts of the mine without the proper insulation, according to Van Horn, caused much concern among local officials and he expressed himself as determined to see that the conditions in the Glen Ayr mine are improved.

Price met death early Tuesday morning when he was plunged to the bottom of the shaft of the Forest Park mine when the engineer shot the cage through the tippie. Regarding Price's death Mr. Van Horn had little to say. The district president was inclined to believe that the accident was another case of carelessness on the part of the engineer. However, he did not commit himself.

#### Accidents Come From Carelessness.

"It appears to me that there is entirely too many uncalculated accidents occurring in the district," said Van Horn. "I cannot understand why the mine managements are so careless. From information which was brought to me Lewis Sanderson's death was a case of pure carelessness on the part of the mine superintendent. Those live wires should not be left unprotected in the working parts of the mine. Any driver or miner is liable to brush against them at any time. The mine inspector should see that they are either moved or the proper insulation placed on them so that there will be no danger for the miners."

"I am not thoroughly acquainted with the conditions surrounding Price's death, but from what I understand the engineer is at fault. I do not see why he should have taken the man to the tippie even if the wrong signal was given. I may be wrong, perhaps the engineer lost control of the brakes, but it seems to me that his indicator would show him that the cage was going towards the tippie and the emergency brakes could have been applied. The investigation will reveal all."

#### Will Investigate Conditions.

"We are going to investigate the conditions in all mines. I am going to instruct the board members in making their trips to various mines in the district to pay particular attention to dangers of accidents. It is becoming outrageous. We used to think that the deaths from powder explosion and shot fires were enormous, but the conditions are worse now than in those days."

Deputy Coroner Jett, when asked regarding the investigation of the Price case, said that this matter would be taken up during the next few days.

#### TREASURY OFFICIALS PREPARE FORM OF NEW BOND ISSUE

Start on Work to Result in \$20,000,000 to Aid in Completion of Reclamation Projects.

## JOHNSONS PREPARE TEST OF AEROPLANE

Machine Stands Ready After More Than Year's Work, for Its Initial Flight.

#### BROTHERS GUARD SECRET OF PLACE OF FIRST TRIAL

Airship Has As Original Feature V Type Two Cycle Engine Built for Strength and Lightness.

Harry, Lewis and Julius Johnson, the Johnson brothers, who have been at work for more than a year manufacturing an aeroplane at their shop, 717 North Tenth street, have at last completed the machine and will leave Friday for a place in the open country near Terre Haute to make the first attempt at flying it.

Thus far the Johnson brothers have kept the location of the place where they will try to fly the machine an entire secret. It is desired to have no crowd about to bother while the machine is being tried out.

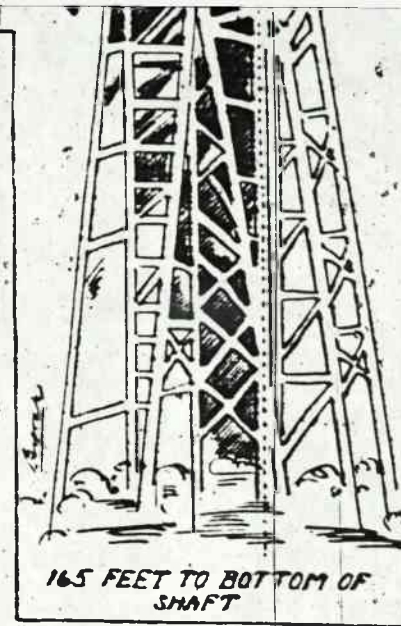
Everything was completed Wednesday with the exception of putting the parts together. The machine, which weighs 450 pounds complete, will be shipped knocked-down to the scene of the first attempt at flight. The propeller, which is over ten feet in length, the wings, seat and balances will not be attached until the scene of try-out has been reached.

Wednesday morning the aeroplane stood in the big building erected especially for the purpose of building it at the rear of the Johnson home, on North Tenth street. It is thirty-six feet in length and measures the same exactly, from tip to tip, in width. Every part of it has been manufactured by the three young men while they at the same time carried on their occupation of gasoline and marine engine manufacturers. It was begun just a little less than a year ago.

The wings, which are to extend on either side from the front of the machine, measure 16 1/2 by 8 feet and are made of light waterproof canvas stretched over a stout framework. The engine is a V-type two-cycle engine, the only one of its kind known ever to have been made.

"There are 'V' type engines," said Mr. Johnson, "but they are four cycle. The two cycle engines have previously been built straight, causing increased weight. Everything about the machine has been built for speed and lightness."

Two 7 1/4 gallon gasoline tanks will furnish the propelling power for the machine. It is expected that it will take a day and a half to set the machine up after it has been shipped to the place where it will be tested.



## LOCAL ABATTOIRS PASS M'INTOSH'S INSPECTION

Pure Food Official Finds No Plants in Bad Condition, and Orders Only Minor Changes.

Inspection of six abattoirs in the vicinity of Terre Haute, engaged in furnishing meat for consumption by the city's residents, has just been completed by Dr. C. C. McIntosh, city pure food inspector. None of the places were in a bad condition and only minor improvements were suggested by the inspector. Attention during the next few days will be devoted to the butcher shops of the city which obtain their meat from the Chicago packing houses.

Several complaints have been made this summer regarding some of the meat obtained from the foreign packing houses and the shipped product will be watched closely by Dr. McIntosh. In case any is found that is not fit for consumption it will be condemned immediately and ordered destroyed.

The sanitary officers of the city state that many of the alleys of the city still have weeds in them and that the property owners have not complied with the city ordinance, which states that the weeds in all alleys must be cut by the owners of the property abutting the alley. Much apprehension is felt by the sanitary officers lest destructive fires result from the dropping of a lighted cigar or match in the dry weeds. In case the weeds are not cut in the next few days it is probable legal steps will be taken to compel action.

#### TELEGRAM BLASTS HOPES FOR MINE RESCUE STATION

Word From Government Bureau Indicates That Evansville Will Land Improvement Wanted Here.

#### CAUCUS DEVELOPS CHASM

Senator Cummins Next in Race for Taft's Nominations

DES MOINES, Mo., Aug. 14.—Standpatters are apparently hopelessly on a sentimental matter of publican state to order in the purpose of winning a state centing nomination of public supreme court.

The standpatters, known for their forced through platform which unmistakably of the tariff law state's insurrection. The steadily growing

Talk was for ident Taft and night, however of this faction prepared planks and governor respectively the nation and state for signing the bill and to the final approval.

Nothing could arouse the gates, who are former Cong the keynote, declared that Iowa should

At the conference Sixth and Ninth, able to select of the result went into case John F. Lacey under consideration State Senator Senator A. C. in the Ninth.

The Second, hoped consideration was not in state from this district this morning Clinton, Muscaties secured 104 votes to the resolutions Lane, one of the publicans of the known as a to accept the delegation referred Lane or Curtis.

The entrance temporary chair for a wild burr Dooliver, slate main, came in and received On the best that the public endorse President which will not



*The Vintage Airplane Sept. 1978*  
*(Official Magazine) Antique Classic Division*

# Gus' Aeroplane 1913

THE JOHNSONS' COMPETITION

*Johnson Brothers*  
Community Affairs File



Gus Riggs' Biplane

By D. D. Peterson, A/C 660  
74 Doe Drive  
Terre Haute, Indiana 47802  
(Photos Provided by the Author)

In the decade following the Wright brothers first powered flight, and particularly after their first public demonstrations, a slowly growing number of new aircraft designs appeared in the United States, their builders hoping to establish themselves in a new industry. The 1913 issue of Jane's All the World's Air-

craft states that "there are certainly no less than two thousand people in the U.S.A. who have built flying machines. The greater percentage of these have been home made copies of standard machines." It states further that "the general public takes very slight intelligent interest in aviation." Developments in this country lagged far behind those in Europe, even before the stimulus provided by World War I.

Two original designs were built in Terre Haute, Indiana — the Johnson Brothers monoplane (covered in *The Vintage Airplane*, October, 1977) and a tractor biplane designed and built by E. A. "Gus" Riggs, the subject of this piece. Each of these aircraft was equivalent to — and in some respects superior to — much better known European designs.

Terre Haute at that time was a typical small mid-western city with a population of approximately 65,000. It was in the center of one of the country's biggest beds of bituminous coal, and was also a transportation center — being served by 8 railroads and 4 interurban lines. Terre Haute had the largest wholesale grocery business in Indiana, the largest distillery in the U.S. with a daily capacity of 60,000 gallons, and a great diversity of light industry.

Eugene Augustus "Gus" Riggs was born and raised on a farm near Farmersburg, about 15 miles south of Terre Haute. He completed 3 years of high school and gained his knowledge of engineering and aeronautics by studying college textbooks at home. He stated in a 1958 interview that "there were no aero-

Vigo County Public Library

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Community Affairs File

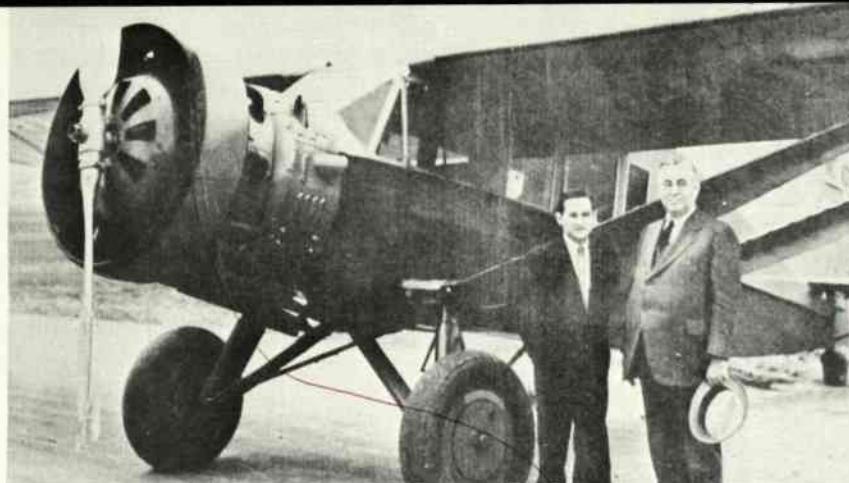
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# Album

History of Yesteryears

Wynn Buffington



Early-on corporate pilot, June Quinn, (L) and Win Campbell (R), nationally known baker, who used a Bellanca in visiting his thirty plants, extending from the Rockies to the Atlantic. Campbell-Taggart Associated Bakeries headquartered in Kansas City, circa 1931.

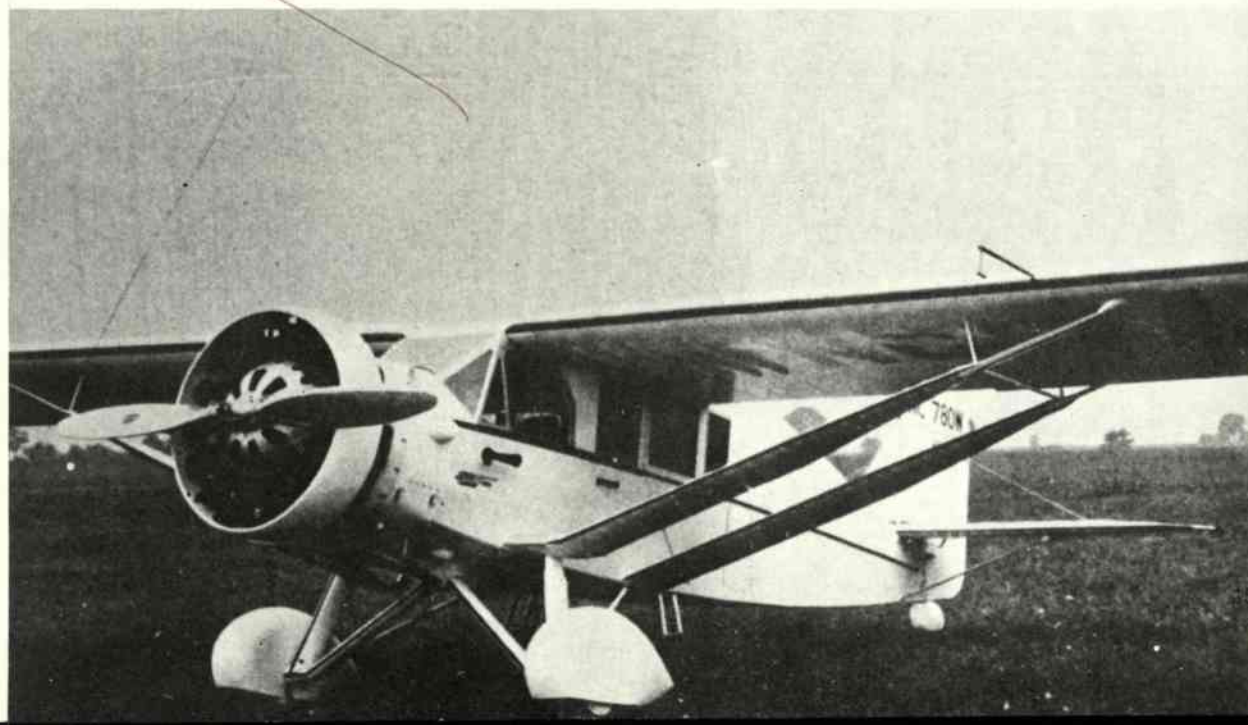


Clyde Pangborn (L) and Hugh Herndon (R) flew the Bellanca "Miss Veedol" around-the-world in 1931. They completed the first non-stop trans-Pacific flight on Oct. 5, 1931 – in a 41 hr. 10 min. flight from Samushiro Beach, Japan to Wenatchee, WA, dropping their landing gear after the take-off.



Elinor Smith, teenage Long Island pilot, used Bellancas in setting altitude and endurance records – Apr. 23-24, 1929 – 26 hrs. 27 min. non-refueling endurance flight and Mar. 10, 1930 – 27,448 ft. over Roosevelt Field in a Pacemaker.

A Bellanca Skyrocket, one of the planes used by Colorado-Utah Airways, subsidiary of U.S. Airways, over its Denver, Grand Junction – Salt Lake City routing, circa 1932.



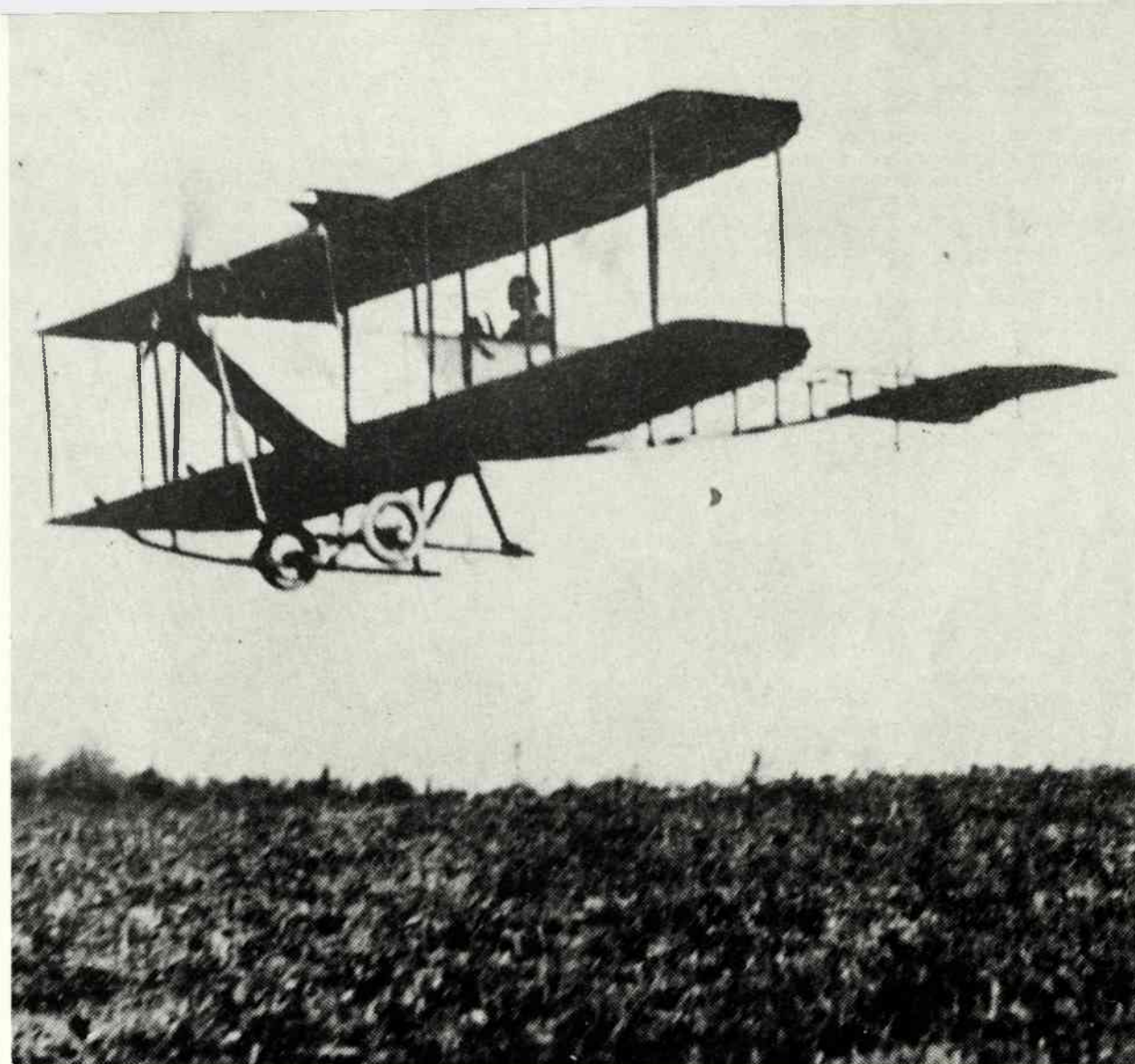


nautic courses available and anyone who expressed an interest in airplanes was thought to be nuts." The information in this article was obtained from a taped interview of Mr. Riggs by three members of the Wabash Valley Pilots Association, microfilm copies of local newspapers, some information from the Smithsonian Institute, and personal communication. Unfortunately we haven't found anyone who remembers seeing this airplane fly, but I've talked to 2 people who hung around the Riggs' shop during their boyhood.

Design work on the Riggs' tractor biplane apparently was started in 1911, possibly after he had seen the first flying exhibition ever made in Terre Haute by René Simon and Captain J. J. Frisbee in June, or the first flights of the Johnson Brothers' monoplane in August and September, 1911. Work on this project was postponed when he was commissioned by Dr. Belden, a local dentist, to build a copy of a Wright Biplane. Riggs went to St. Louis and was allowed to make detailed measurements and sketches of the Wright Model B owned by Mr. Lambert. He returned to Terre Haute and built a reasonable facsimile of a Wright biplane powered by a Fox 2 cycle engine. The plane stalled and crashed on its initial flight in 1912, while being piloted by a man named Piceller, FAI #116.

Riggs then got back to work on his original design and final assembly was completed late in May, 1913. In the 1958 interview Riggs claims that there were, at that time, only 3 other designers in the United States building tractor biplanes, and that he preferred this arrangement because there was less danger to the pilot in the event of a mishap if the pilot was behind the motor.

The framework, of spruce and ash, with wire bracing, was described as a "work of art" and according to Elling O. Weeks, who was to be its first pilot, it was the lightest machine he had ever seen. It had a wing span of 32 feet. The plan form of the wings and the wing warping system were quite similar to a Wright biplane. The fuselage was enclosed back to the cockpit, the vertical tail surface and probably the horizontal tail were fully moveable. The control system was the same as that used on the Deperdussin with which Ve-drines won the 1912 Gordon Bennett race, a wheel controlled the wing warping and horizontal tail, and a rudder bar was connected to the vertical tail. Power was supplied by a 60 or 80 hp Hall-Scott, V-8, water-cooled engine that had been obtained from a wreck Kearney had off the California coast on an attempted flight from Los Angeles to San Francisco. The propeller was 8 feet 3 inches in diameter and had been carved



from laminated spruce and walnut by Lloyd Where, who was then a student at Rose Polytechnic Institute.

The Terre Haute Tribune articles in the summer of 1913 referred to the craft as the Riggs Tractor No. 13, supposedly because the young men thought the name would bring them luck — as they were using a motor which had been owned by a dead aviator. Work on the machine was started on the 13th of the month and was completed in 1913. They claimed the airframe was made out of the wood of a casket. In the 1958 interview Mr. Riggs simply referred to it as his tractor

*Gus Riggs' biplane is airborne.*

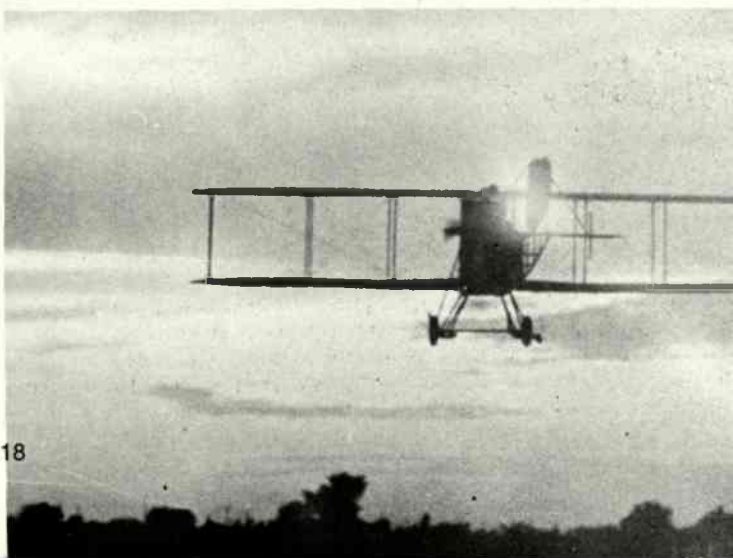
biplane. The three men were certainly young — Riggs, the designer and builder, was either 20 or 21, E. O. Weeks, the pilot, was soon to have his 23rd birthday, and Lloyd Wehr was probably 19.

Elling O. Weeks joined Riggs in early 1913 as an experienced aviator. He was a native of Iowa, had been involved in auto racing around Chicago, and had learned to fly a plane he had built in 1911. He was later associated with O. H. Williams in building and flying

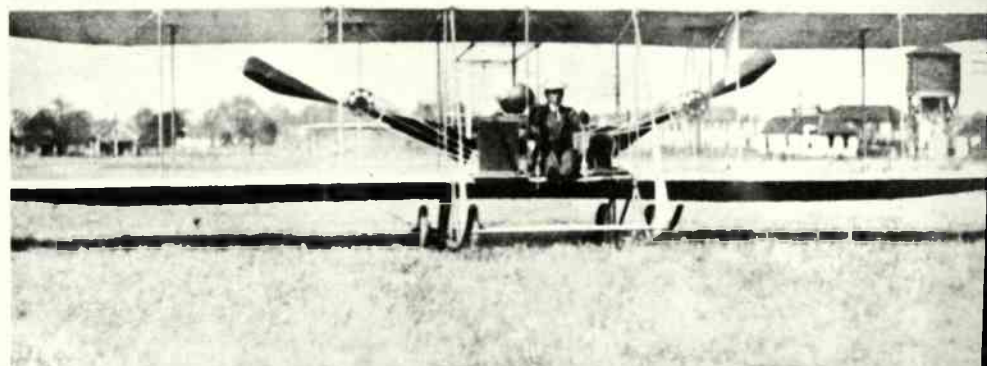
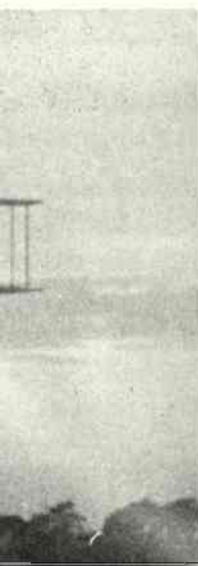
an airplane in Scranton, Pennsylvania. After making some record flights in Scranton and Wilkes-Barre he took some further instruction on a Thomas Brothers' school plane in Bath, New York, and was awarded FAI license No. 214 on March 12, 1913.

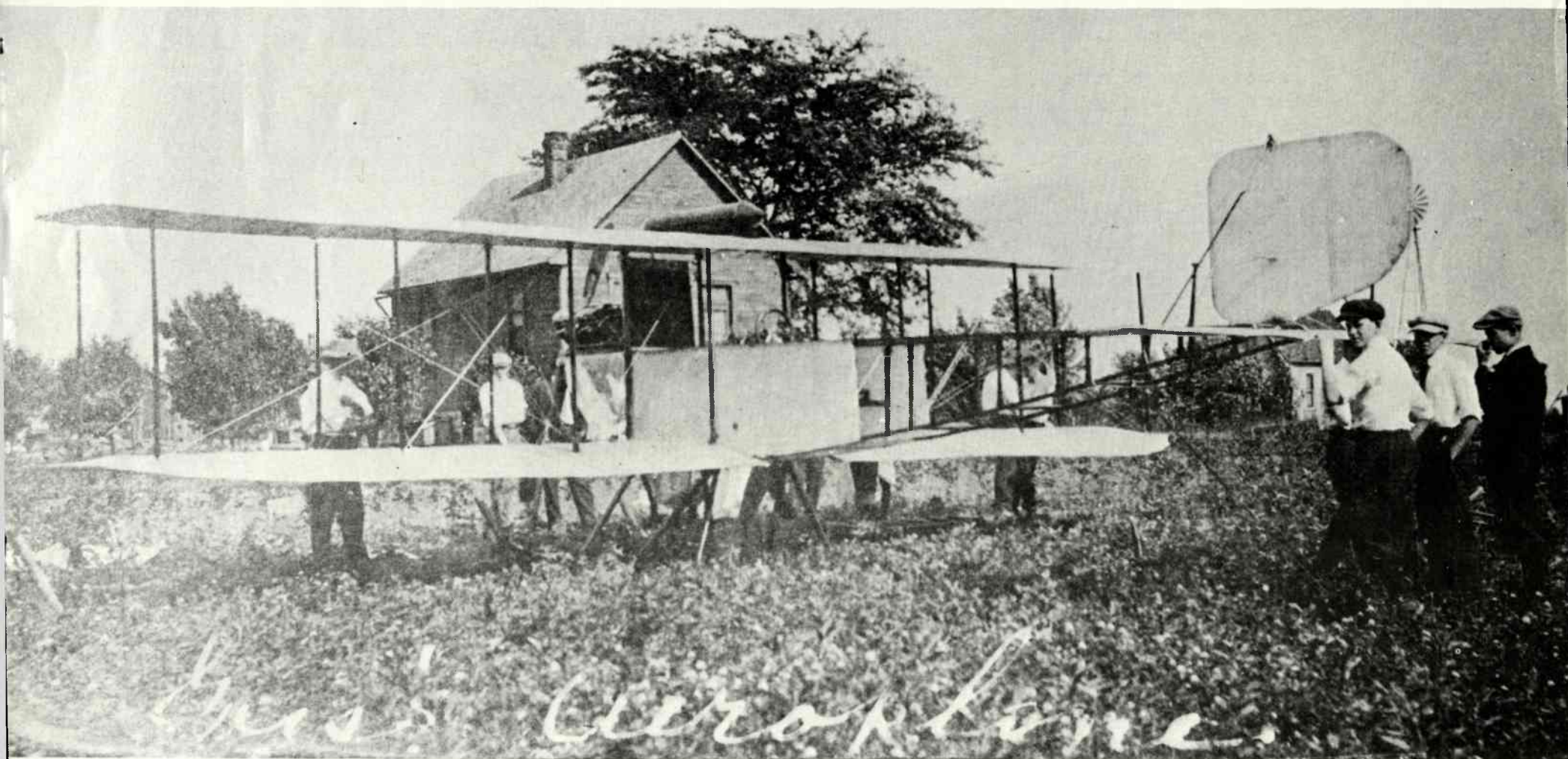
Riggs had apparently done his homework well because Weeks had no significant problems on the first flights which were made from a field on the south edge of Terre Haute, very near where the Johnson monoplane was being flown by Ross Smith. A newspaper article on June 17th reports that he had made at least 40 flights — most of them of at least 10 minutes duration, and a June 19th article gives details of a 28 minute flight over the city. There had been one forced landing because of an engine malfunction. Flights continued quite regularly and an article on July 18 reported that the craft was being modified to allow carrying a passenger. This must not have been a very big job because on July 21 Weeks took Ross Smith, the pilot of the Johnson monoplane, Lloyd Wehr and Billy Burke for short rides in somewhat gusty weather. We have no pictures of the plane carrying two people, but presume the passenger was seated in front of the pilot. An article later in July reported that Riggs was starting to take flying lessons from Weeks.

Undoubtedly this lack of "teething problems" was the result of several factors; Gus had used a conventional design with a proven control system, the engine was a standard type as reliable as most at that time, and the flying was done by an experienced and competent pilot, E. O. Weeks. There was apparently some friendly competition between the Johnson and Riggs









camps, both a 10 mile race and some other trials were planned, as well as joint exhibitions. There were also plans for other projects such as taking aerial motion pictures of the business district, the waterfront and the portion of the city devastated by the March tornado and flood.

About August 1 the airplane was shipped from Terre Haute to Holland, Michigan where Weeks made daily flights at a fair and later a round trip flight from Hol-

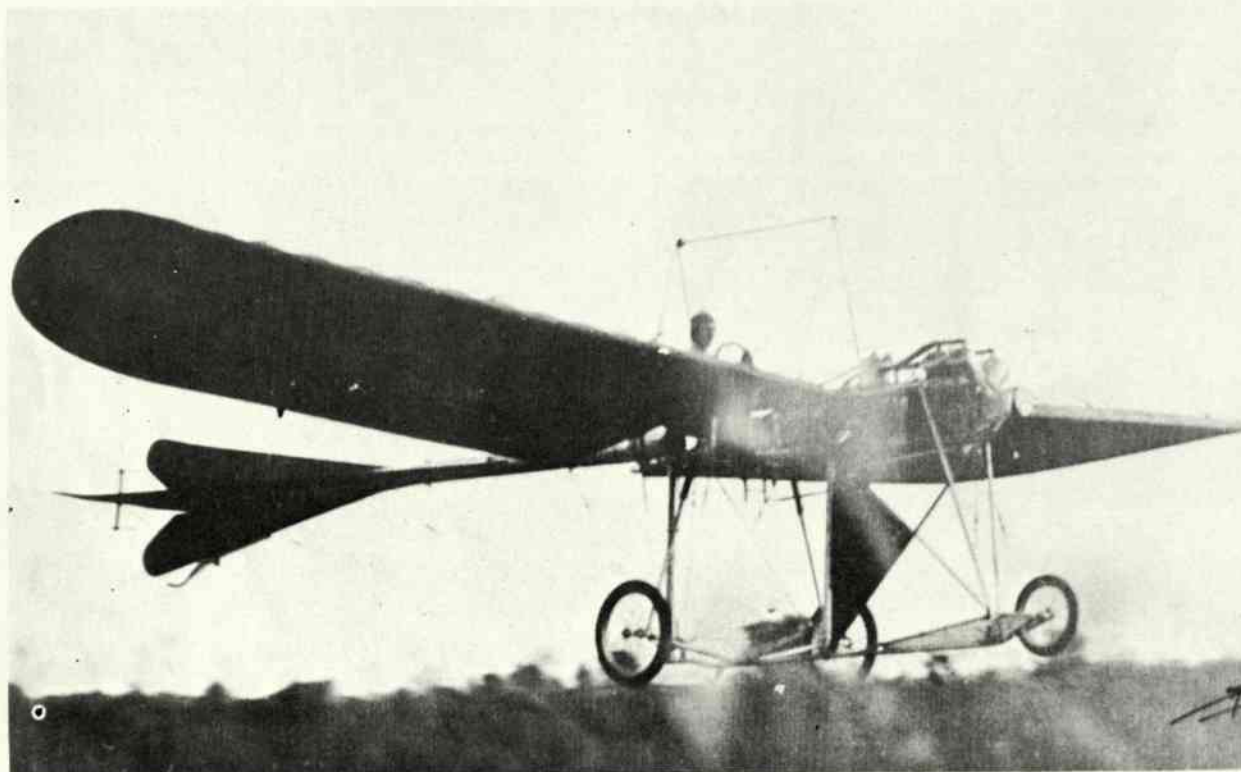
land to Saugatuck. In the following weeks they appeared at many fairs in several mid-western and upper plains States, getting as far west as Denver. The craft was apparently wrecked in a crash at Fort Collins, Colorado and was not rebuilt.

Riggs returned to Terre Haute and set to work on an improved design which was larger, had a slightly more powerful Hall-Scott engine, had ailerons for lateral control, and other refinements. Weeks had

found some financial backing in Eagle Grove, Iowa, so Riggs joined him there in 1914 to build the new design.

Those who knew him say Gus Riggs was quite independent, an avid reader with a fantastic memory, and a meticulous craftsman who "built no junk". He'd work very long and hard on a project that had his interest, but there were other periods when he did little or nothing. He served in Europe as a technical





*Johnson Bros. Monoplane – Art Smith Pilot.*

*Acknowledgement: Photos and the taped Riggs interview used in preparing this article were provided by John Blouch EAA 75223, A/C 1657. He's too young to remember the 1913 airplane, but spent many boyhood hours in the decade following WWI loafing in Gus' shop, which was less than a block from the Blouch home. John probably knew Gus Riggs as well as anyone in Terre Haute knew him, and our conversations have given me a good idea of what kind of man Riggs was.*

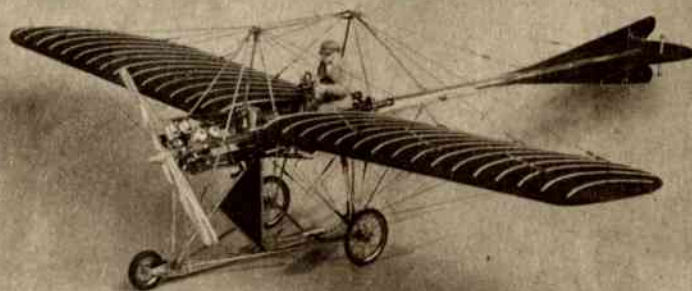
advisor for the Air Service in World War I, and built a couple of airplanes and some custom automobiles in Terre Haute in 1919 and the early 20's. He left Terre Haute in 1928 and worked with Walter Beech at Travel Air in Wichita for a while before joining his friend Billy Parker in the Star company in Oklahoma, where he

was chief designer of the Star Cavalier. He was back in western Indiana in the depression years, where he was involved in a variety of activities, but apparently was never again active in any phase of aviation.

So, like the Johnson monoplane, the second original airplane built in Terre Haute, which also had a

promising beginning and potential for future development, never led to any great success for its designer and builder. But it's interesting to speculate about what might have been.





**THIS MODEL** of the famed Johnson monoplane, first flown in Terre Haute on Aug. 8, 1911, has been placed in the Smithsonian Institute, Washington, D. C., along with trophy given to Johnson boys in 1912 when it was called the first successful American monoplane. L. J. Johnson, now living in Coral Gables, Fla., sent the Tribune this picture of the model.

TRIO. 3/4/60

# Local Resident Remembers the Johnson Family

By DOROTHY J. CLARK

Mr. Fred J. Hauer, who lives at 713 North Tenth street, has many memories of his former neighbors, the now-famous Johnson brothers, who are world-renown for their Seahorse outboard motors manufactured at Waukegan, Ill.

At the time Mr. Hauer first knew this hard-working family, just after the turn of the century, it consisted of the father, Soren Johnson; his wife, Bessie, and their six children, Arthur, Louis, Harry, Julius, Lutie and Clarence, who was about Mr. Hauer's age.

Soren Johnson, of Swedish extraction, was considered one of the finest tool-dressers, a positive genius in tempering dies and cutting tools. He had come to Terre Haute from Effingham, Ill., to work as a blacksmith in the Pennsylvania Railroad shops located then just east of the Union Depot. The family lived first on North Eleventh street, later moving west across the alley to 717 North Tenth street.

In the rear of this property was an old barn, where the mechanically-minded sons fixed up a machine shop in the loft. Julius Johnson operated a lathe powered by a five-horsepower gaso-



Dorothy J. Clark

line engine called a "Yellow Jacket." Here he and his brothers built their first 2½-horsepower motor boat engines. With some other boating enthusiasts they formed the Terre Haute Motor Boat Club with headquarters at Bert Shewmaker's wharf, located on the Wabash River at the south side of the Pennsylvania Railroad bridge.

## Progressed to Bigger Engines.

As they learned more about gasoline engines and boats they started building more powerful engines for larger boats. The "Ark" was a John boat, a flat-bottomed, square-ended scow. The "Arrow" was a faster boat, and the well-known "Black Demon" was even faster, equipped with two 12-cylinder engines.

Mr. Hauer remembers watching the speed tests of the "Black Demon." Julius Johnson would sit on a piling across the river and clock the boat's speed as it came down the river from the second sand bar. The "Black Demon's" time of nearly a mile a minute was considered sensational in those days.

Over the years many have moved away, but some of the old neighbors still live nearby. There were the Clines, the Browns, the Sheehans, the Mullins and the Steidels. According to Mr. Hauer it was a regular United Nations

settlement with all nationalities and religions. Many good times were had by these families. When someone wanted to put in a well he'd make it known around the neighborhood that there would be plenty to eat and drink and the job would be finished in one day. A fence would be put up with the same neighborly co-operations.

Many time the families would all go up to Fort Harrison together for picnics and basket dinners. One event that they enjoyed which was new to me was an ox-tail party.

Juvenile delinquency was unknown in that neighborhood in those days. The boys were fascinated by the Johnson brothers and their tiny shanty in the furnished heat in bitter weather and an old hand drill-press and vise made by old Mr. Johnson was a grand place to sharpen ice skates.

## Skating on the Wabash.

The boys skated on the Wabash River between the Vandalia and the Big Four bridges until ice-cutting time came around. The sight of the men coming with saws and mule teams to cut and haul the river ice away to be stored in straw was a sad one indeed to iceskaters.

Another favorite place to skate was Conover's Pond where the ice was good all winter sometimes through the month of March. On moonlight nights the gang would sometimes skate until 11 o'clock and then separate to climb in through bedroom windows to escape parental displeasure.

Mr. Hauer remarked that although the Johnson boys "catered" to water much of the time, none of them could swim. One very dark night when the river was bank full, Hauer went

with his friends up to Jensen's camp in their boat, the "Arrow." When the boat struck a floating tree, luckily there was no damage, but a thoroughly frightened boy and his friend, Lawrence Ruby, walked all the way home rather than risk the dangerous river route again.

It was in the old barn back of 717 North Tenth street that the Johnson brothers built their first airplane motor. Their first complete airplane was a bi-plane constructed of white pine, hand-carved, glued and fitted together. Even the propeller was hand-carved. When this first airship failed to prove up to their expectations, young Hauer was shocked to see them take an axe and chop it to bits.

Their next airplane was a monoplane which resembled a big horsefly and had an all-aluminum fuselage. The same engine was used in this plane equipped with double valves invented by the Johnsons. A model of this plane has been donated to the National Air Museum in Washington, D. C., by the Johnson brothers.

On August 8, 1911, Louis Johnson flew this plane for the first time at an "aviation field" on the on the Elroy Smith farm near Ellsworth. With his brothers Harry and Julius, months of work had been put in on this new venture. Shortly after 5 a.m., after speeding along the ground for a distance of about 100 feet, the "flyer" rose gracefully and then the trip around the field began. Louis kept the machine close to the earth on this first flight, only four feet above the ground. After making some adjustments the second flight was begun about 10 a.m. and was even more successful than the first attempt. This time Louis al-

lowed the machine to soar 40 feet in the air for a distance of about 300 yards. The speed was estimated at about 30 miles per hour. Carl Stahl assisted the brothers.

When Mrs. Johnson heard the news she said: "I am glad the machine is a success for the boys have done some fine work on it. I am not much afraid about them going up but I always worry some when they start to come down. I think that is the most dangerous part of flying. They will all have to learn flying just like they had to learn walking."

Mr. Hauer has some of the hand-made tools of old Mr. Johnson, his blacksmith tongs, wrenches, etc., which show the great advancement over the years in tool design. Mr. Johnson rode a tandem bicycle similar to a tricycle which was motor driven and had a toolbox mounted on the side for frequent repairs. In his late seventies he would still ride this contraption back and forth to West Terre Haute.

The home workshop was soon

outgrown and the Johnson brothers moved their place of business and invention to the south end. When it became apparent that the necessary capital was not to be raised here in their own hometown, the Johnson brothers moved their growing business to Waukegan. After the invention of the Seahorse outboard motor, their success was assured, and the loss of such a large enterprise to this community still puzzles local residents. After living on North Tenth street for some 27 years, the parents followed their sons to Waukegan sometime before 1932 as near as Mr. Hauer can remember.

The next time you visit our nation's capitol be sure and visit the museum and see this beautiful piece of craftsmanship, a model of Johnson's first airplane which was invented, constructed and flown here in 1911.



# Visit Here of Pioneer Pilot Recalls First Monoplane Flight

By BOB CRONIN

7 SEP 19 1957

An interesting and important chapter in the history of American aviation was recalled in Terre Haute yesterday afternoon when Louis Johnson, inventor and builder of the famous "Sea Horse" outboard motors, called at the Fairbanks Library to see if he could locate a copy of The Terre Haute Tribune of Aug. 8, 1911. He obtained a copy of an article relating to the first real flight of a monoplane. The adventures in flying up to that time had been done in the biplane crates used by the Wright brothers.

He and his two brothers, Julius and Harry, are building this duplicate of his original monoplane and will present it to the Smithsonian Institute, where it will be installed to keep company with Lindbergh's famous "Spirit of St. Louis."

The article telling of Johnson's triumph in his home-built monoplane is reproduced here in its entirety and it will appear together with the exhibit in the institution.

## Article Quoted.

The article is as follows:  
"The Terre Haute Tribune  
Tuesday, August 8, 1911."

The captions on the article in the Tribune were as follows:

"Airship Built here Proves Merit  
In Double Flight East of the City."

"Louis Johnson in First Flight."

"Soars Distance of 300 Yards  
Forty Feet Above Ground in Newly  
Built Monoplane."

"Flyer Behaves Perfectly Ac-  
cording to Manipulator."

"Builders Enthusiastic Over  
Success of Long Months of Work  
and See No Chance for Failure—  
Mrs. Johnson Pleased."

"Gee, it's great."

"This was the remark of Louis

Johnson, who with his brothers, Harry and Julius, has been working for months to perfect a monoplane. The remark was occasioned by two highly successful flights at the 'aviation field' on the Elroy Smith farm near Ellsworth Tuesday morning.

## Early Morning Tryout.

"The first real test of the machine was made shortly after 5 o'clock in the morning. Entering the machine Louis gave the word to go and the flyer sped away. After speeding along the ground for a distance of about 100 feet the flyer rose gracefully and then a trip about the field began. Louis kept the machine close to the earth, about four feet from the ground being the height attained on the first flight.

"The second attempt was made at about 10 o'clock. This was even more successful than the first, and the machine was allowed to soar to a height of about 40 feet. It behaved perfectly, according to Louis, and he says he is satisfied that it is in every sense a success.

"It was great to be up there," said Louis to a Tribune reporter over the telephone. "I was not

scared, but I guess it was because I did not have time to get scared. It kept me pretty busy watching everything while in the air. One nice thing about it is that I encountered no bumps. No, the air was perfectly smooth, no danger of collisions and I had the whole "field" to myself."

## Glides To Landing.

"When ready to alight I decided to try gliding. I shut off the engine while high in the air and made a perfect landing. I believe this is seldom attempted by an amateur. We are certainly highly pleased and enthusiastic. We will make more flights during the day.

"Mrs. Johnson, mother of the three 'boys' heard the news of the flight at her home with great pleasure.

"Well," she said, 'I am glad the machine is a success, for the boys have done some fine work

on it. I am not much afraid about their going up but I always worry some when they start to come down. I think that is the most dangerous part of flying."

"They will all have to learn flying just like they had to learn walking. If they learn I think they will be all right. I am as enthusiastic over the success of the machine as are the boys."

"The second flight of the machine covered a distance of about 300 yards, according to the aviator.

## Eyewitness To Test Hop.

"Carl Stahl, who is assisting the Johnson brothers in preparing the machine for flights, described the tests made by Louis Johnson, when he returned from the field shortly after the second attempt.

"It was one of the prettiest flights I have ever seen. The engine proved to have an abundance of power and the machine ran away from an auto I drove when it made the flight."

"Louis had no intention of going in the air when he first tried out the machine. He was running along the ground rapidly when he struck a little knoll. The nose of

the machine lifted in the air and at the same time some one yelled, 'Whoa.'

"We all ran up when the machine descended. Everybody denied doing the yelling, so we finally put it up to Louis."

"He declared, however, that all he had said was, 'We are off. I am certain, though, that he must have thought for the minute that he was driving a flying horse.'

"While in the air Louis alternately shut off and turned on the power

and the flight was fine. The machine appears to be in every way a success. Some alterations were necessary after the early morning flight. The small rods which support the wings were not heavy enough and stronger ones were substituted. After that everything was satisfactory.

"The machine traveled at least thirty miles an hour.

"The Johnson machine is the result of many months' work. Last fall a machine was tried out, but fell short and the Johnson brothers began work soon after on a new one. Aluminum was substituted for wood in all the parts, and the new flyer presents a beautiful appearance. The same engine is used, and it is equipped with a double valve invented by the Johnsons. The future of the machine has not been decided upon and will not be until thorough tests of all kinds have been made."

## Some Early History.

Louis Johnson and his brothers were Terre Haute mechanics and while living in Terre Haute began the manufacture of what became the famous "Sea Horse" outboard

motor. After a number of years, they were induced to move to Waukegan, Ill., where they developed a large and still thriving industry for the manufacture of the "Sea Horse" motor.

While here, Louis Johnson renewed some old acquaintances of forty-one years ago. After obtaining the material regarding his first now historic monoplane flights, he departed for Coral Gables, Fla., where he now makes his home.

Aviation (18)

Johnston brothers

11/150 The Johnston brothers had to suspend preparations for a trial flight with their monoplane to give attention to their shop work and earn some more money. They are not capitalists and the outlay for the monoplane, in both time and money, has been heavy on them. They have no capital stock company; possibly that will come after the aeroplane has been demonstrated to be a success. That they intend to go into their manufacture has been understood all along. In the east there is a big demand for aeroplanes by amateur men-birds and the profits are large for the manufacturers. It is hardly realized here in the west but in almost every town of any size in New England the flying machines are common and there are several weekly contests.

Sat. Spectator



Aviation (WV)

Johnson Bros.

## BROTHERS DRAW LOTS FOR FIRST FLIGHT

Johnsons Continue Preparations  
of Monoplane, Which Awaits  
Arrival of New Wheels.

Aug. 10-1910

FRIENDS EXPECT SUCCESS

Watch Final Testing of Airship,  
Which Is Considered in First  
Class Shape.

AVIATION FIELD, RILEY, Ind., Aug. 9.—(Special).—Although today's unfavorable weather hindered activities to some extent, the members of the party at the Johnson brothers' camp, east of Blackhawk, kept busy inside the tent tightening up the guy wires on the monoplane and making minor adjustments which will make the conditions surrounding their first attempt to navigate the air as favorable as they can be made.

Every man in the camp is so certain of the success of the untried machine that the man who occupies the seat for the first flight is the object of much envy. It has been decided that the three older Johnson boys—Harry, Lewis and Julius—will draw lots to determine which shall first attempt to pilot the craft over the level meadow lands.

Realizing the importance that will attend the initial trial of the flying machine, the youthful enthusiasts are not intending to allow their anxiety to try the craft prevent them from having

...nce has arisen in the matter of the wheels to replace the light ones which at present support the framework. It was learned today that wheels of the proper diameter and weight cannot be procured. A set of 36-inch wheels is on the way, while the machine was constructed for 32-inch wheels. This discrepancy will, they fear, make another delay in the time set for the first trial, as it will be necessary to make alteration before attaching the wheels.



FUSES  
HARGE

INDIAN SAYS TRIBE  
BELIEVED M'MURRAY

Choctaw, on Stand, Declares Attorney  
Paid Him "Dollar a Head" for  
Signatures.

CROSS QUESTIONING THROWS  
LIGHT ON METHODS USED

Indications Point to Recall to Stand  
of Choctaw Leader and McMur-  
ray in Effort to Straighten  
Out Mixup.

MACALESTER, Okla., Aug. 8.—How  
the contracts were procured, by which,  
according to Senator Thomas H. Gore,  
\$3,000,000 in attorneys' fees was to be  
made out of the sale of land given  
to the Indians by the government was  
related before the special congressional  
investigating committee today.

W. T. Hollman, a Choctaw Indian,  
testified he had been employed by J. F.  
McMurray, holder of the contracts, to  
go out among the Oklahoma Indians  
and induce them to sign the documents.  
At the same time, Hollman related, he  
was paid "a dollar a head" for securing  
contracts, appointing McMurray to act  
in tax cases. In this way McMurray  
procured 10,000 contracts to sell land.

The terms were 10 per cent attor-  
neys' fees, or \$3,000,000 profit for Mc-  
Murray and his associates. To pro-  
mote this deal in congress, Senator  
Gore contends he was offered a \$25,000  
or \$50,000 bribe.

Hollman testified that he himself had  
signed the 10 per cent contract be-  
cause he, in common with other In-  
dians, had become discouraged on the  
government's promise to sell the land.  
"I would have given 25 per cent to  
McMurray," said Hollman, "if he could  
have got us the money quickly."

He said he believed some of the In-  
dians would be willing to give McMur-  
ray 75 per cent.

In a statement to the commission  
and without going on the stand Mc-  
Murray today declared that the con-  
tracts came to him originally against  
his desire. He said the Indians at  
a "war council" had demonstrated their  
impatience at the government's alleged  
slowness in the selling of the land and  
had called upon him to take the job  
at ten per cent, which he did with  
reluctance. McMurray will go on the  
stand later.

"Is it the belief of the Indians that  
McMurray had some power at Wash-  
ington by which he would be able to  
get money more quickly than if you  
left it to the government?" asked Con-  
gressman E. W. Saunders, of Virginia,  
of Hollman.

"We did not know how he was going  
to do it but he thought he knew how"  
was the answer.

"Did you think McMurray was a  
magician?"

"We thought he knew how to do it."

"Is it actually the belief among the  
Indians that they have to pay some-  
body else to get what the government  
has said rightfully belongs to them?"

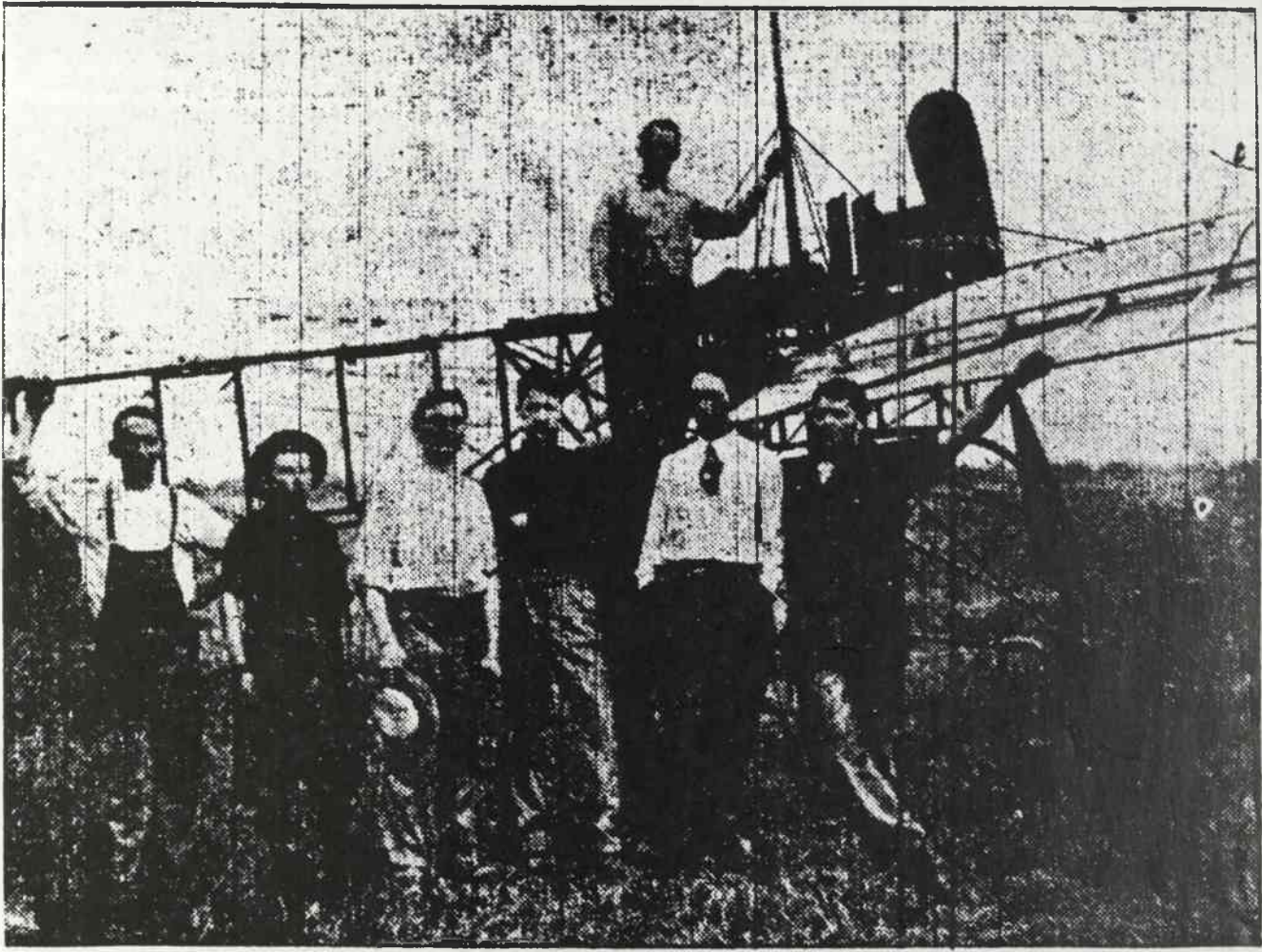
"It has become the belief that they  
have to give up a good portion of what  
they get in attorney's fees."

D. C. McCurtain, a Choctaw Indian,  
and an attorney for his tribe, went  
on the stand and reiterated his charges  
that McMurray in 1906, in the lobby of  
the Raleigh hotel at Washington, had  
offered him a \$25,000 bribe to withdraw  
tribal opposition to old contracts, which  
were disapproved by President Roose-  
velt.

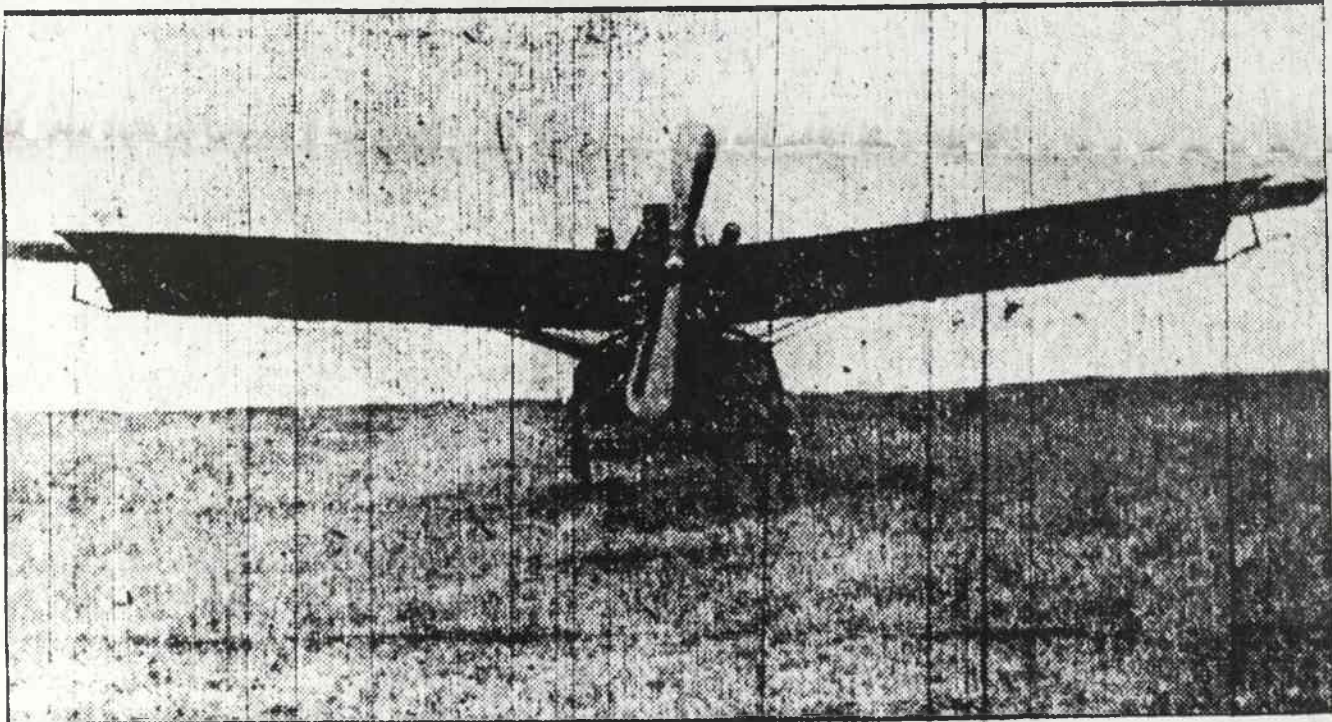
He declared he once had been em-  
ployed by McMurray while he was a  
delegate to Washington for his tribe,  
but he asserted the work for McMurray  
was in behalf of and with the con-  
sent of the Indians. When the bribe  
was offered he was not associated with  
McMurray and he did not share in the  
\$750,000 attorneys' fees granted McMur-  
ray in the citizenship cases several  
years ago.

Jake L. Hamon again figured mo-  
mentarily in the testimony. He had  
been charged by Senator Gore with  
having offered a \$25,000 bribe in Mc-  
Murray's behalf, but in his testimony  
Hamon said he went to Washington

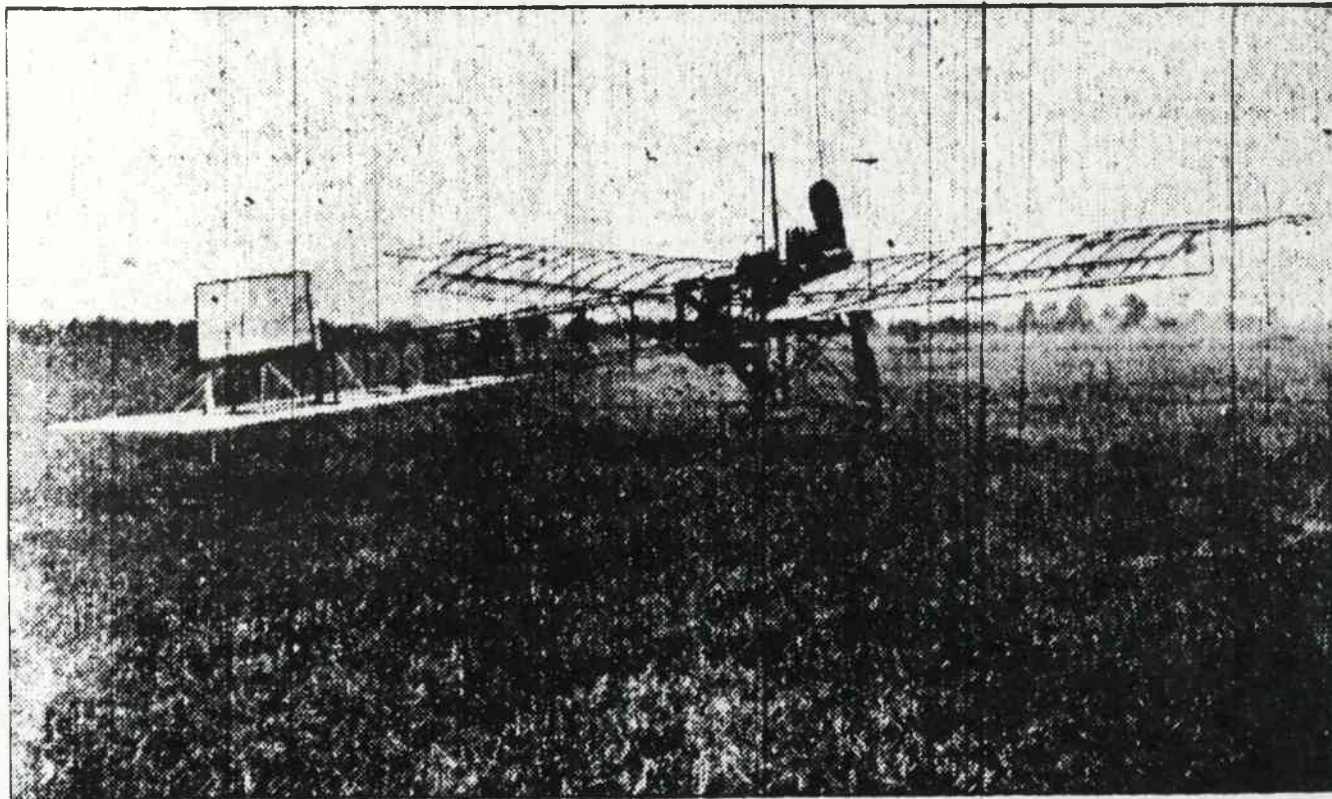
Johnson Flyer Awaits Signal To Take To Wings



GROUP IN CHARGE, READING FROM RIGHT TO LEFT—PEARL CONOVER, GEORGE MCBETH, HARRY JOHNSON, LOUIS JOHNSON, JULIUS JOHNSON, WILLIAM ZACHRYDER AND CLIFFORD JOHNSON.



FRONT VIEW OF MONOPLANE.



SIDE AND BACK VIEW OF FLYER.

TAFT OUSTS NEGRO COLLECTOR  
Name White Man to Place in In-  
ternal Revenue Office.

MAKER LAYS PLANS TO PILOT  
AEROPLANE ON INITIAL FLIGHT

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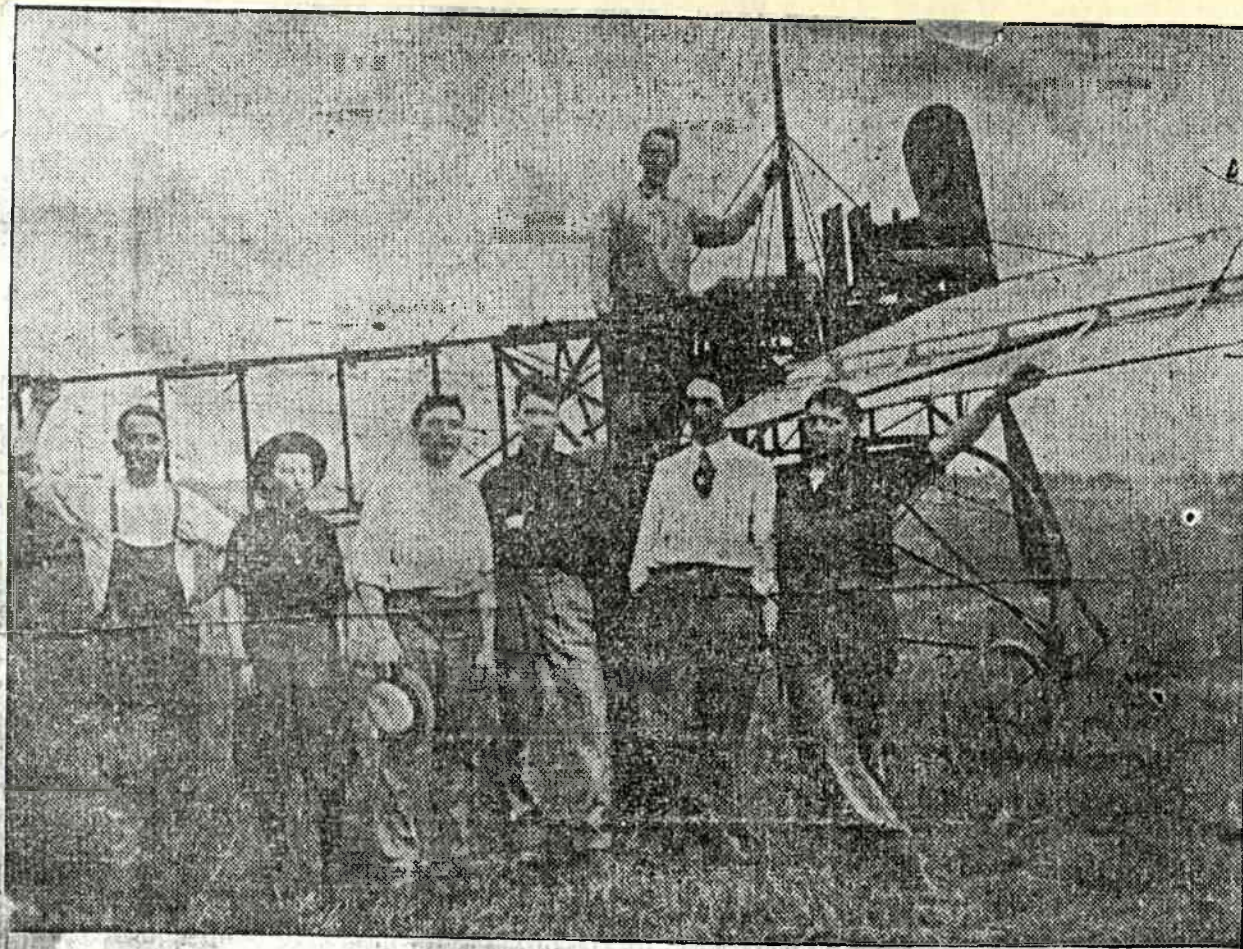
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Monday August 8, 1910  
Irrigation Tribune p1



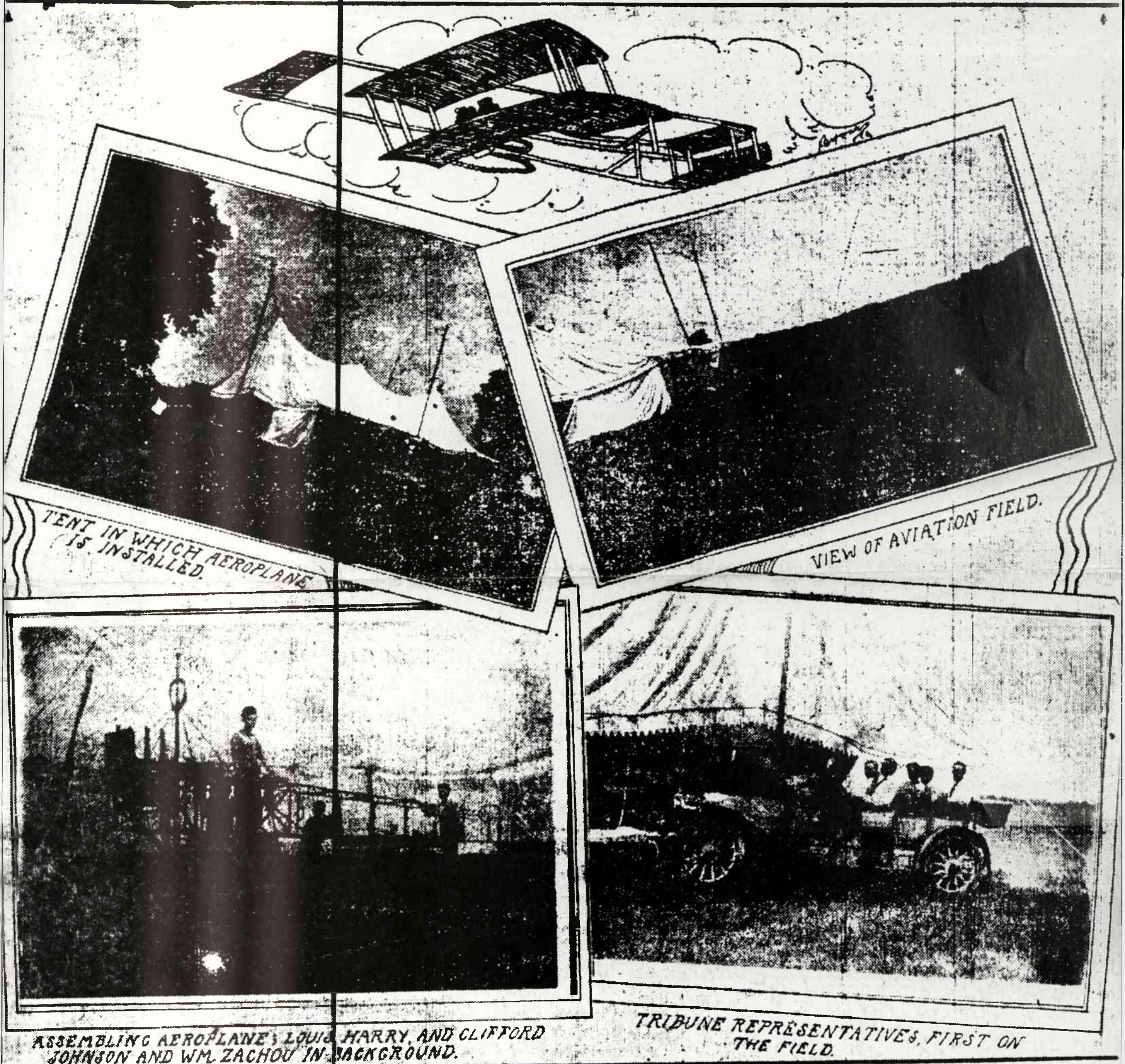
GROUP IN CHARGE, READING FROM RIGHT TO LEFT—PEARL CONOVER, GEORGE McBETH, HARRY OHNSON, LOUIS JOHNSON, JULIUS JOHNSON, WILLIAM ZACHRYDER AND CLIFFORD JOHNSON.



# E TERRE HAUTE TRIBU

TERRE HAUTE, IND., SUNDAY, AUGUST 7, 1910.

## Johnson Brothers Prepare For Initial Test of Big Aeroplane



### HY'S WIFE FACES ATTLE FOR CHILDREN

Millionaire Pork Packer Pre-  
sues to Sue for Divorce and  
Custody of Four.

SPRINGFIELD, Mo., Aug. 6.—Jack  
son of Michael Cudahy, mil-  
Chicago pork packer, is pre-  
sue for divorce and the cus-  
his four children. Mr. Cudahy  
at the Hotel Baltimore.  
Jack Cudahy who is living with  
children in the Cudahy home  
Thirty-sixth street will fight  
to a finish.  
Cudahy declared that she would

### LOCAL PYTHIANS CLAIM ENCAMPMENT HONORS

Walk Off With Personal and Company  
Prizes Awarded at Milwaukee  
Camp.

MILWAUKEE, Wis., Aug. 6.—The  
awards in the Uniform Rank Knights  
of Pythias grand encampment were  
announced today as follows:  
Class A—First prize, \$850, Terre  
Haute No. 3, Indiana; second prize,  
\$600, Vigo No. 83, Indiana; third prize,  
\$500, New Albany, No. 5, Indiana.  
Class B—First prize, \$600, Wash-

### CONFIDENCE PERMEATES CAMP AS TIME FOR TRYOUT NEARS

The first flight, if flight it is to be,  
of the Johnson airship, now resting in  
all readiness for its try-out at the  
camp southeast of Terre Haute, will  
come at about noon today, and the re-  
sult of the year's work in an effort to  
build a successful aeroplane will be  
determined.

Despite the Johnsons' efforts at se-  
crecy, spectators began to throng the  
camp in the old reservoir bed early  
Saturday afternoon, and later in the  
evening automobiles could be seen on  
every road leading to the hiding place.  
The farmers also took the Saturday  
evening off to take advantage of the  
opportunity to see the machine and the

but the crowd of sightseers who have  
been watching the progress of the work  
at the camp have picked the man whom  
they believe will be in the seat when  
the aeroplane raises first. It is William  
Zachow, the stranger from Racine, Wis-  
consin, who arrived in this city just in  
time to take an active part in com-  
pleting preparations for the try-out.  
Zachow refused to give out his name,  
but the above is the cognomen under  
which he registered at the Filbeck ho-  
tel. Gossip has it that the Wisconsin  
man is an experienced aviator and it is  
on this fact that the spectators base  
their belief that he will be the one to  
drive the machine when it is tried out.  
There is no spirit of speculation in  
the air about the Johnson camp, but  
in plain, business-like manner the men  
are carrying forward the work which  
is to determine within the next few

### RUNAWAY LAD DEVEL STRANGE MENTAL

Eight-Year-Old Boy Keeps Pol  
Parents Busy Tabbing  
Whereabouts.

One of the strangest cases  
development that has ever c  
to light in Terre Haute is rev  
With Lutz, eight years old, t  
charge last night by the police  
ment. The child has run awa  
his home at 1538 South Th  
street three times during the r  
days, the police being called c  
Saturday afternoon to search



REMEMBERING AEROPLANE... HARRY AND CLIFFORD JOHNSON AND WM. ZACHOW IN BACKGROUND.

WISCONSIN REPRESENTATIVES FIRST ON THE FIELD

AVIATION (WV) Sunday, August 7, 1910 Terre Haute Tribune

## CUDAHY'S WIFE FACES BATTLE FOR CHILDREN

Son of Millionaire Pork Packer Prepares to Sue for Divorce and Custody of Four.

KANSAS CITY, Mo., Aug. 6.—Jack Cudahy, son of Michael Cudahy, millionaire Chicago pork packer, is preparing to sue for divorce and the custody of his four children. Mr. Cudahy is living at the Hotel Baltimore.

Mrs. Jack Cudahy who is living with the four children in the Cudahy home on East Thirty-sixth street will fight the case to a finish.

Mrs. Cudahy declared that she would almost as soon lose her life as lose her children and she is preparing to file counter charges against her husband if the petition for divorce is filed against her.

It has been known for some time that Cudahy has been trying to obtain evidence on which to base his suit, but his success along this line is not known.

Mrs. Cudahy, who is ill at the Cudahy mansion, today talked but little of the impending proceedings except to say that she did not believe such is contemplated.

## FALLING SHALE CRUSHES MINER IN WABASH SHAFT

Joseph Finks Lies Paralyzed and Near Death As Result of Accident.

Joseph Finks, 53 years old, living at Fontanet, was brought to Terre Haute Saturday evening in a serious condition as a result of a mine accident late in the afternoon. While working in the Wabash coal mine he was caught by falling shale, being bent almost double.

His condition was such Saturday night that the physicians at St. Anthony's hospital, where the injured man was taken, could not make a thorough examination of his injuries. It was thought, however, that one of his vertebrae was dislocated, as there was great pressure on his spinal cord, resulting in the man's lower extremities being paralyzed. His recovery is doubtful.

The injured man was taken to the hospital in the city ambulance.

## LOCAL PYTHIANS CLAIM ENCAMPMENT HONORS

Walk Off With Personal and Company Prizes Awarded at Milwaukee Camp.

MILWAUKEE, Wis., Aug. 6.—The awards in the Uniform Rank Knights of Pythias grand encampment were announced today as follows:

Class A—First prize, \$850, Terre Haute No. 2, Indiana; second prize, \$600, Vigo No. 83, Indiana; third prize, \$500, New Albany, No. 5, Indiana.

Class B—First prize, \$600, Washington, D. C., No. 1; second prize, \$500, Apollo No. 23, Michigan; third prize, \$300, Linton No. 97, Indiana.

Class C—First prize, \$400, Jasonville, No. 111, Indiana; second prize, \$300, Island City, No. 17, Michigan; third prize, \$200, Mayville, No. 6, Kentucky.

In class A the percentage of Company No. 3, Terre Haute, was 98; that of Terre Haute, No. 83, was 92.5 and that of the New Albany company, No. 5, 89.2.

In class A, Captain C. A. Duddleston, of Terre Haute, captured the first prize of \$50 for efficiency.

Captain Fred M. Holzman, of Washington company, carried away the captaincy prize in class B, and Captain H. W. Baker, of Jasonville, Ind., third prize.

In the sergency prizes, W. E. Davy, of Terre Haute, secured the first prize of \$25; C. E. Evans, of Blue Hill, Mich., second prize of \$15 and William T. Vaser, of New Albany company third prize of \$10.

A resolution adopted by the Pythians Sisters provided for a free will offering of one cent each year from each Pythian Sister and from Knights who are honorary members of the Pythian Sisters.

German Editor Drowning

OQUAGA LAKE, N. Y., Aug. 6.—Walter Michaelis, editor of the Chicago Staats Zeitung, Chicago, was drowned today in Oquaga lake after having rescued his daughter, aged eight years, from drowning. He and his family had arrived here but two hours before the accident.

## CONFIDENCE PERMEATES CAMP AS TIME FOR TRYOUT NEARS

The first sight, if night it is to be, of the Johnson airship, now resting in all readiness for its try-out at the camp southeast of Terre Haute, will come at about noon today, and the result of the year's work in an effort to build a successful aeroplane will be determined.

Despite the Johnsons' efforts at secrecy, spectators began to throng the camp in the old reservoir bed early Saturday afternoon, and later in the evening automobiles could be seen on every road leading to the hiding place. The farmers also took the Saturday evening off to take advantage of the opportunity to see the machine and the men, though early Saturday morning there was not a farmer in the neighborhood who knew that the Johnsons had camped in their midst, so well had covered had been their entrance to the farm where they are to hold the try-out.

A heavy steel roller was brought to the scene Saturday evening and the Johnsons will lay off a course early Sunday morning on which the aviators who drive the machine in the preliminary try-outs may score down for a start. The meadow as it stands is rough and trouble was feared when the wheels of the flyer were started over the ground before the machine raised into the air.

Stranger Stirs Mystery.

Just who would be the first man to steer the big machine on its initial effort the Johnsons refused to state, but the crowd of sightseers who have been watching the progress of the work at the camp have picked the man whom they believe will be in the seat when the aeroplane raises first. It is William Zachow, the stranger from Racine, Wis., cousin, who arrived in this city just in time to take an active part in completing preparations for the try-out. Zachow refused to give out his name, but the above is the cognomen under which he registered at the Filbeck hotel. Gossip has it that the Wisconsin man is an experienced aviator and it is on this fact that the spectators base their belief that he will be the one to drive the machine when it is tried out.

There is no spirit of speculation in the air about the Johnson camp, but in plain, business-like manner the men are carrying forward the work, which is to determine within the next few days whether or not Terre Haute has produced a parallel to the Wright brothers. There were several men on the grounds Saturday afternoon who possess some knowledge of mechanics. All the men who have seen the machine since it has been brought near enough to completion for an idea to be formed as to its efficiency have had nothing but praise for the thoroughness with which it has been finished, and experienced mechanics say that from a mechanical standpoint the machine looks good.

### Confidence Permeates Camp.

An experienced mechanic who examined the machine Saturday, stated that the "V" type, two-cycle engine, a distinctive feature of the new machine, is especially adapted for use on aeroplanes. The Johnson brothers claim the distinction of having made the first engine of this type, and mechanics say that it is the coming engine for use on aerial machines.

The Johnsons, themselves, though they do not talk much, have all confidence in their creation. The men have had years of experience in the manufacture of all kinds of engines and in addition have put in considerable time in research work on the subject of aeroplanes and other flying machines. They have been close students of the methods of the Wright brothers.

### Police Arrest Suspect.

Wayne Jones, 23 years old, was arrested Saturday night by Sergeant Sullivan and Patrolmen Haley and Hogarty charged with drunkenness and suspicion.

## THE WEATHER.

Indiana—Showers Sunday or Sunday night and probably Monday; light winds.	
Illinois—Showers Sunday; Monday partly cloudy; light, variable winds.	
Temperature by Bustin's thermometer: 2 p. m., 83; 9 p. m., 76.	
River stage—9 p. m., 3 inches below 0.	
7	
CONDITIONS AT OTHER PLACES.	
The following table shows the state of the weather in other cities at 8 a. m.:	
Station—	Bar. Temp. Weath.
Amarillo, Texas.....	29.14 64 Rain
Boston, Mass.....	29.14 68 PtCldy
Chicago, Ill.....	30.12 70 Clear
Cincinnati, O.....	30.12 68 PtCldy
Denver, Col.....	29.98 50 Clear
Helena, Mont.....	30.06 80 Clear
Jacksonville, Fla.....	30.06 78 Clear
Los Angeles, Cal.....	29.14 60 Cloudy
New Orleans, La.....	29.14 78 Clear
New York.....	29.14 68 Clear
San Antonio, Tex.....	29.14 76 Cloudy
Washington, D. C.....	29.14 70 Cloudy

## RUNAWAY STRANG

Eight-Year-Old Parents W

One of the development to light in Terre Haute, the youth charge last night. The child's home at street three tin dars, the police Saturday after

Five miles of fear in his face, the youth to the home Spring Hill, Saturday after Roberts, he as the house, get all night with the woman's manner and the runaway she house where chair.

The immediate department which had not

Who is it Desk Sergeant Mrs. Robert stranger, calm asked his name was right.

One of the neighborhood volun to Terre Haute over to the y before 9 o' Captain had who had no volunteer reduct other the country."

Don't you callin, Oh, I thin home some ti replied.

A strange child's face

Continued



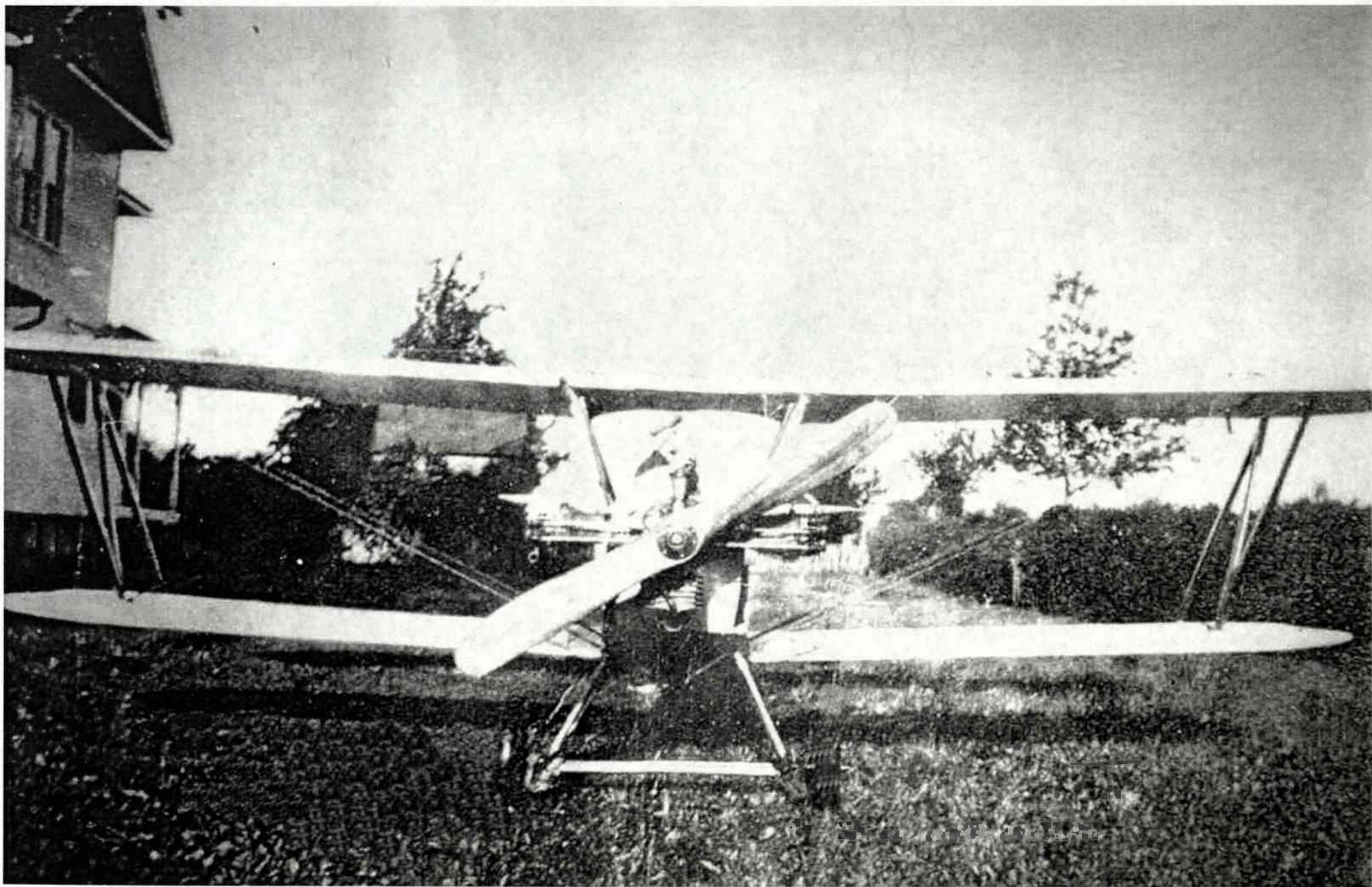
## **Photos of John Howard Haxton**

John Howard Haxton of Blackhawk with the biplane he constructed in the family barn and flew to Terre Haute. After graduating from Blackhawk High School, he enrolled in an aeronautical engineering school by mail. He completed the course and built the biplane pictured here. The attached photos were taken as he completed the plane. He was approximately 19 at the time.

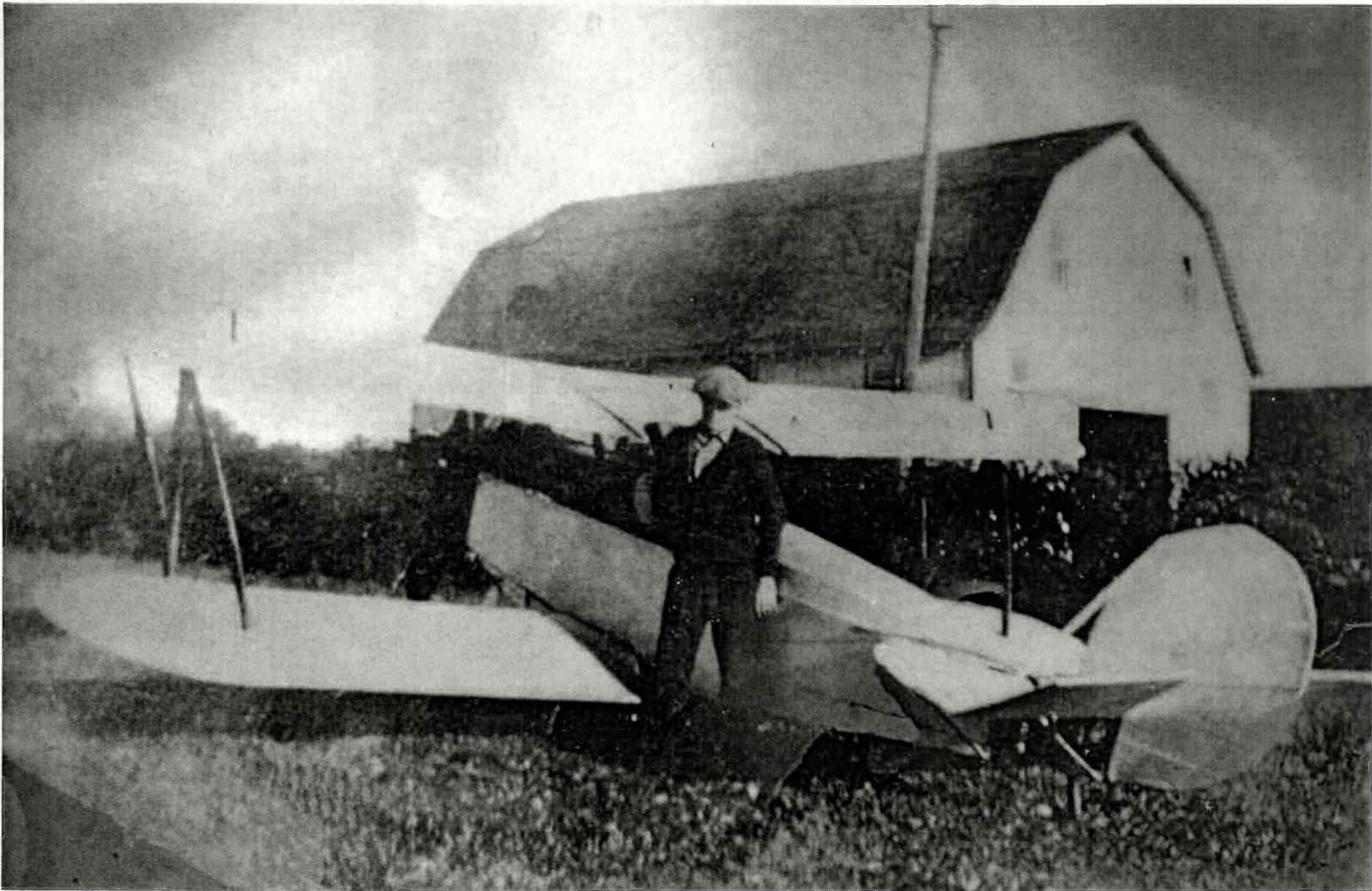
John later went on to join the group that formed the Terre Haute Pilot's Club. He later became the field manager for Dresser Field.

The photos were sent by John H. Haxton's grandson, Greg D. Haxton, Product Training Administrator InterAct Public Safety Systems, [ghaxton@interactsys.com](mailto:ghaxton@interactsys.com), (813) 391-3355

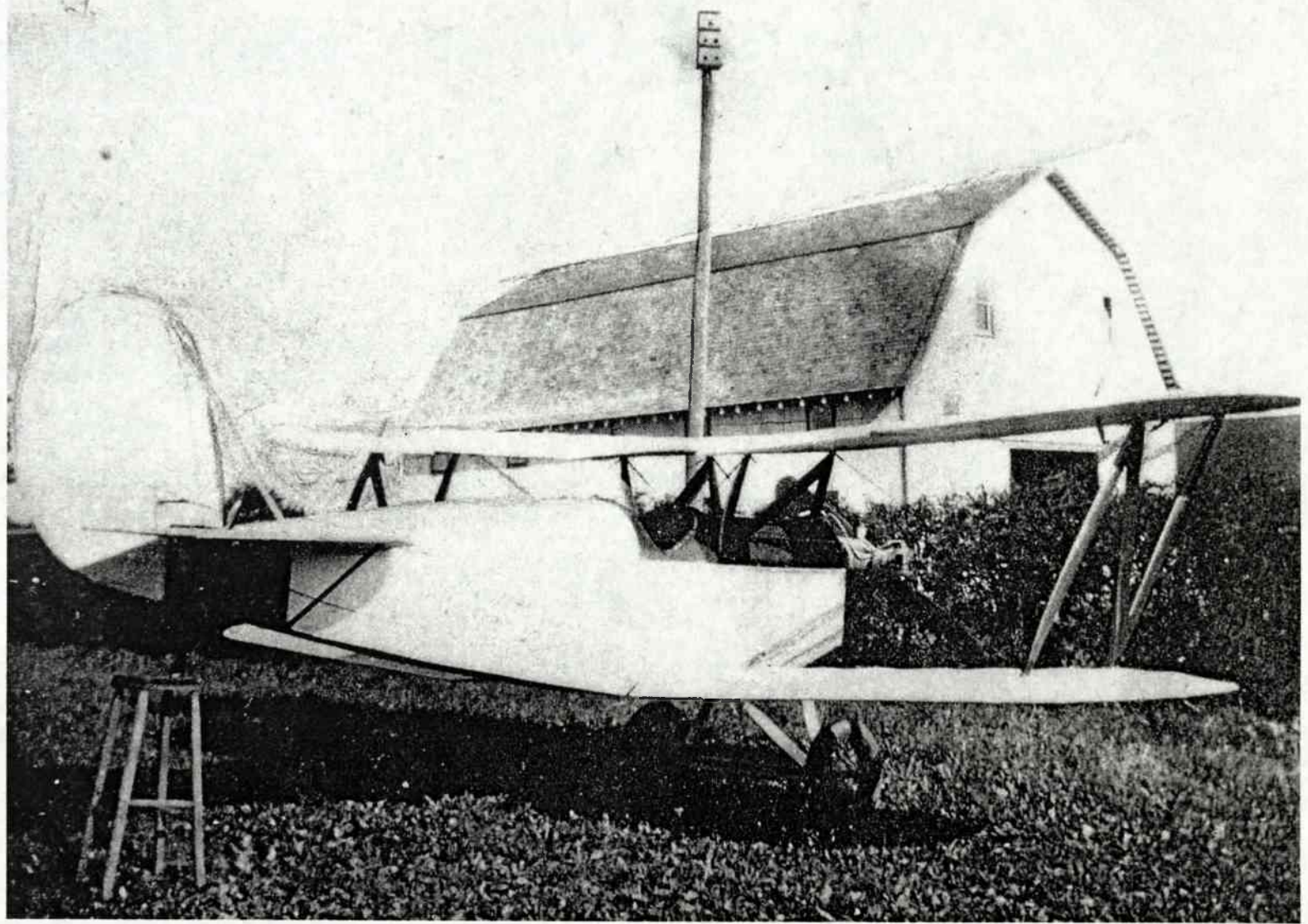




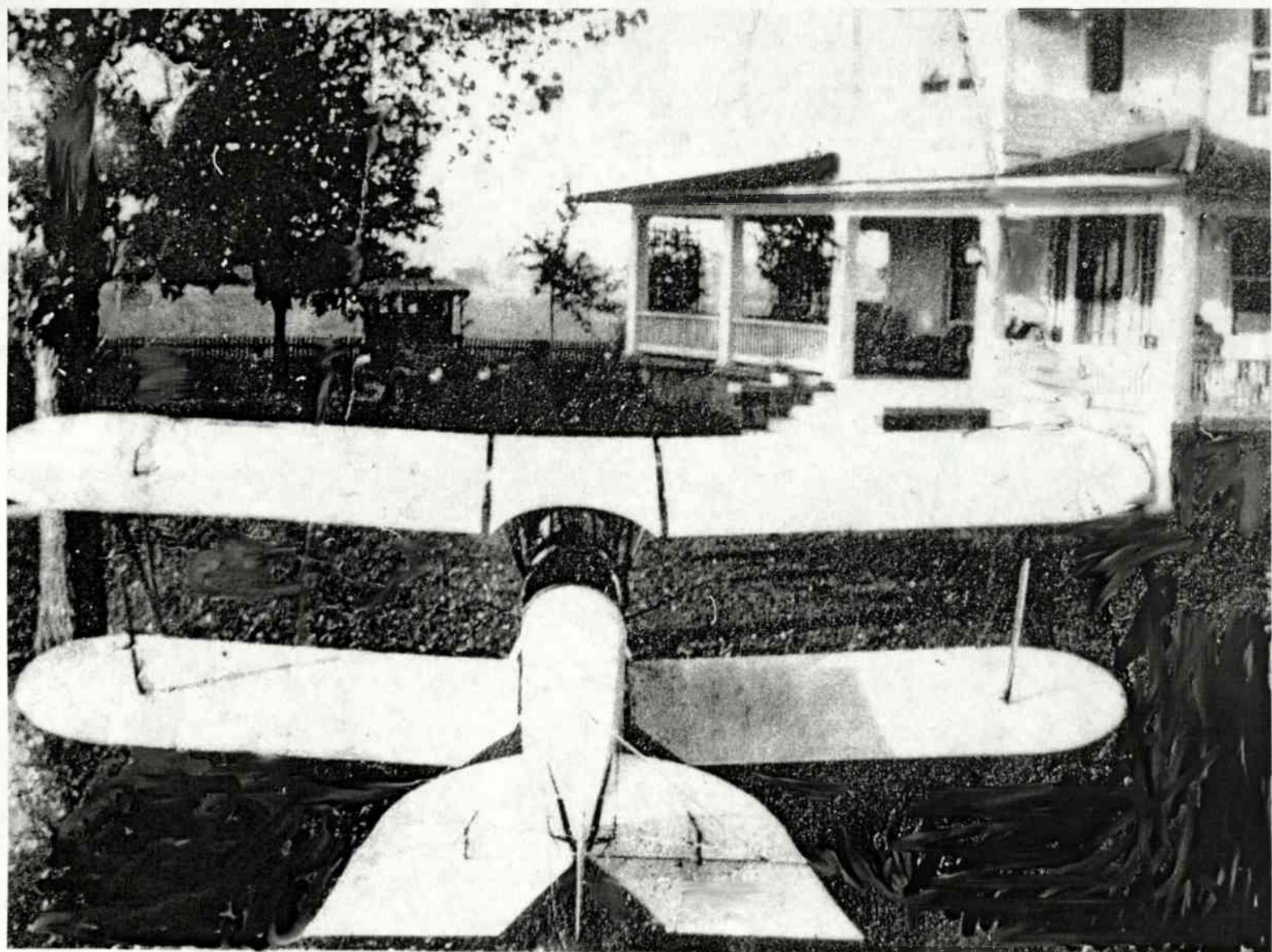




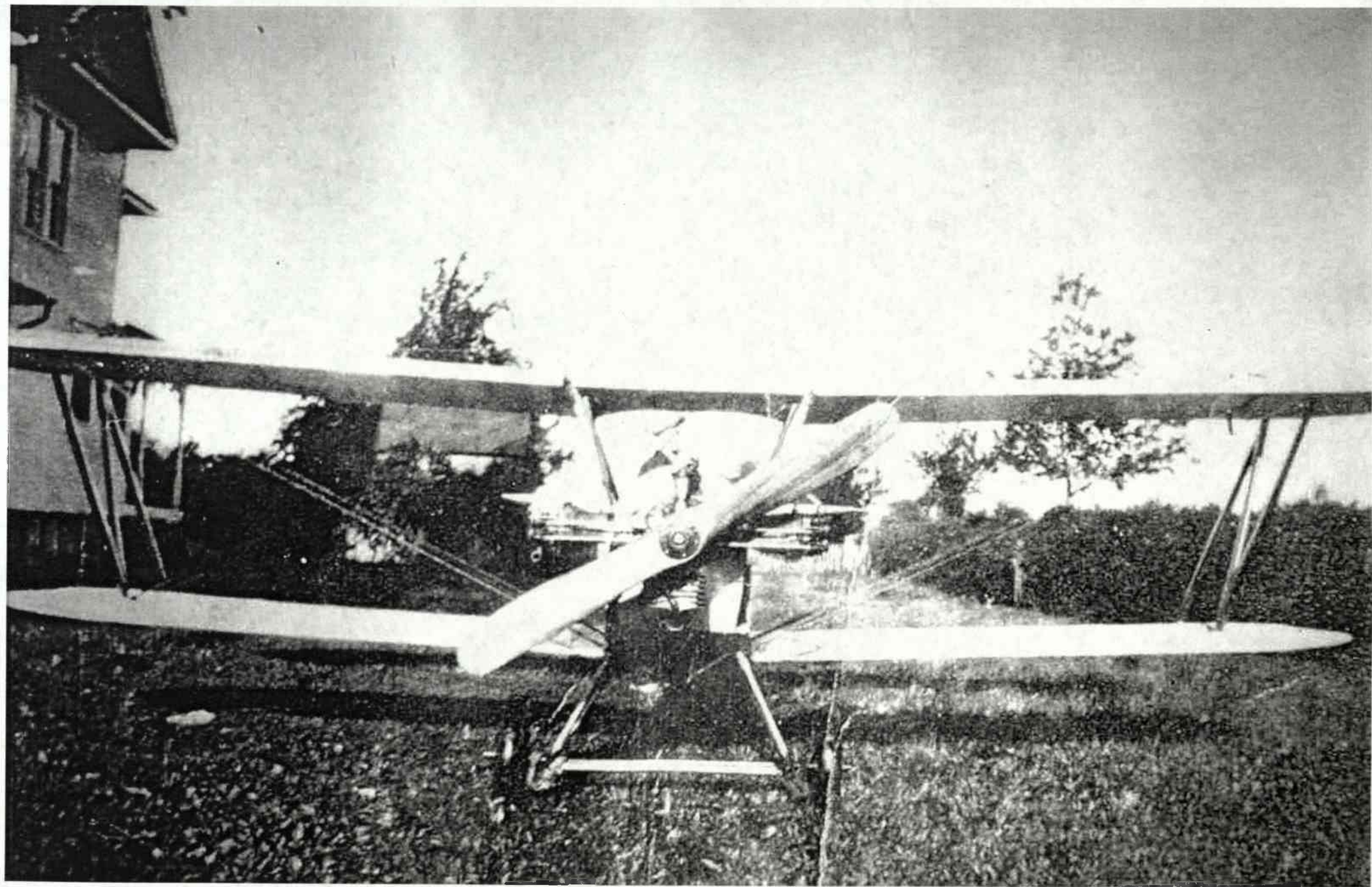










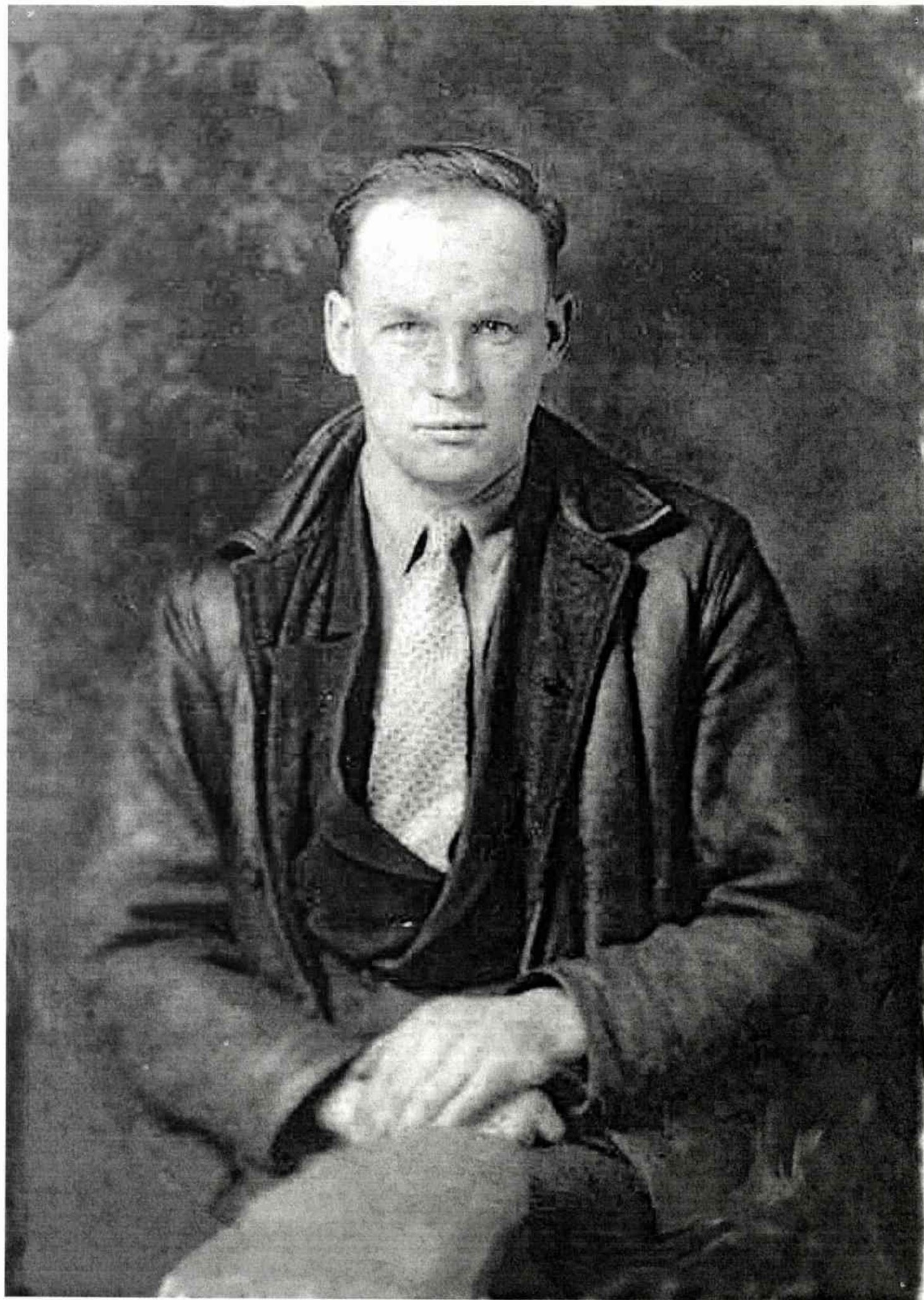






**John Howard Haxton**







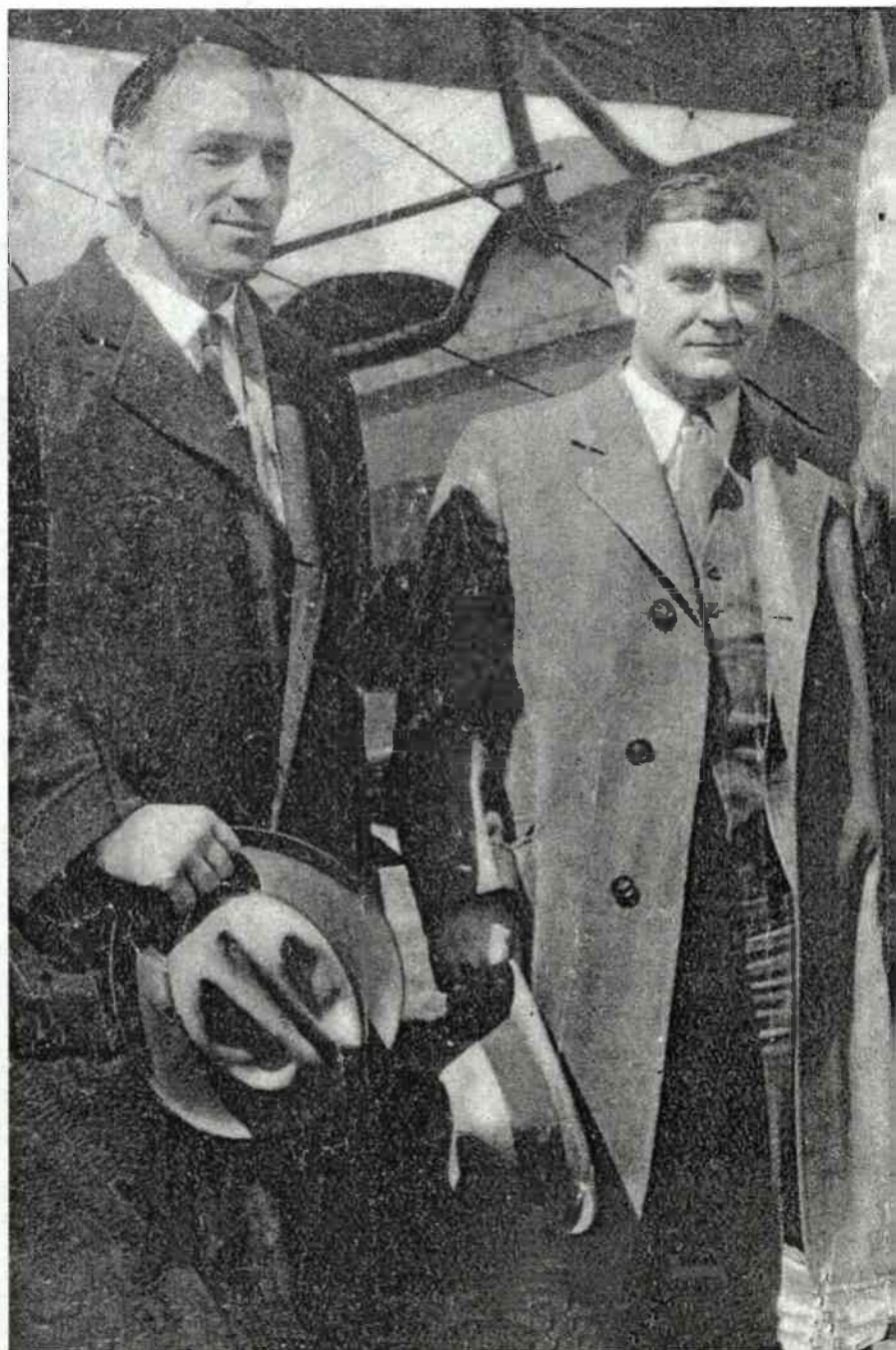




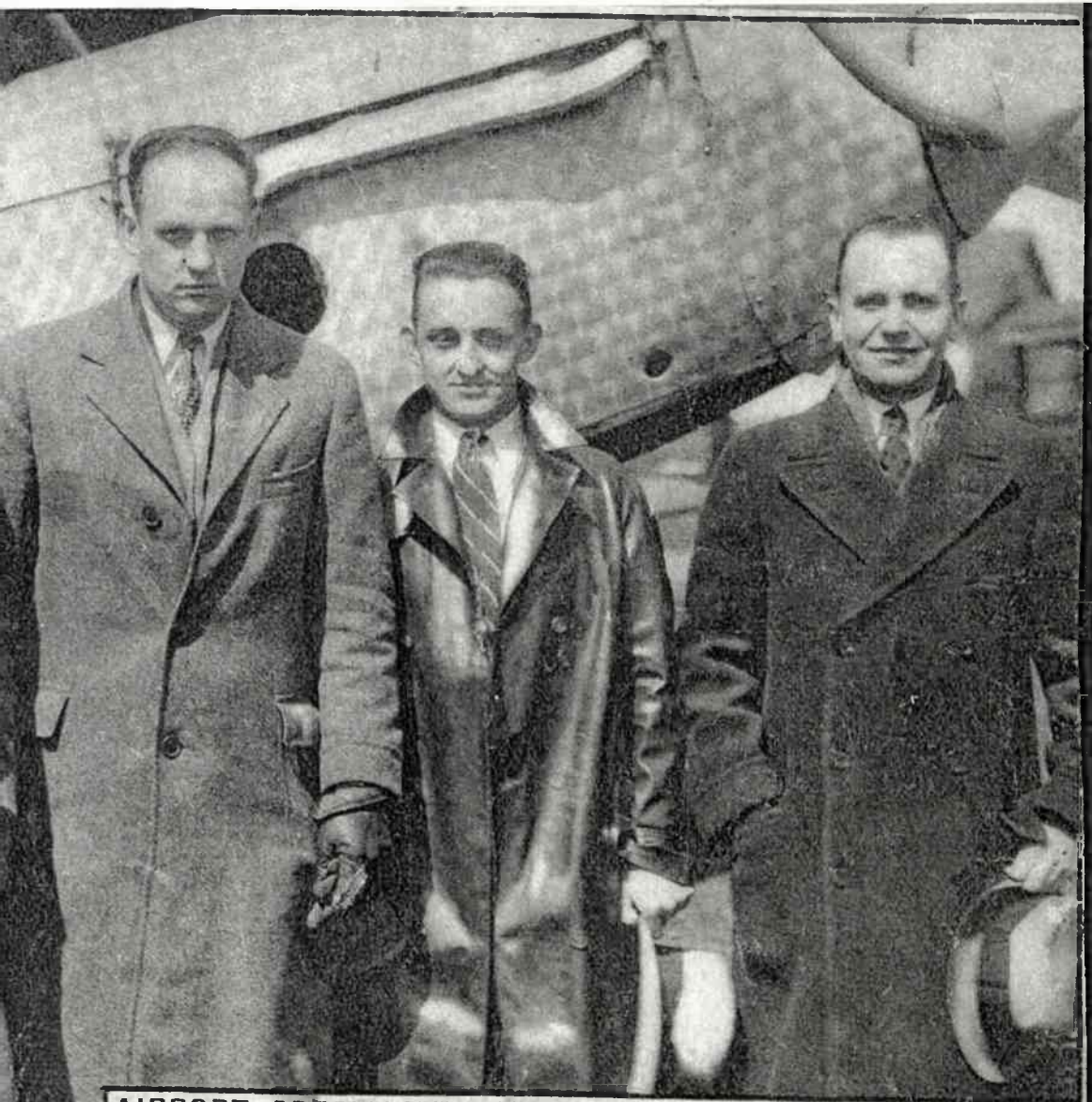


LIKE TO PUSH THE CLOUDS AROUND  
—Pilots and pilot students connected with  
Paul Cox air port here organize the Terre  
Haute Air Pilots Club.









**AIRPORT SPECIALIST VISITS DRESSER FIELD**—Marshall Hoppin, airport expert of the Department of Commerce, recently conferred with the local airport commission. Hoppin is shown at the left. Others from left to right are: Robert Prox, Frank Haxton, field superintendent; C. F. Turner, radio operator, and Morton Hayman, secretary of the airport commission.